

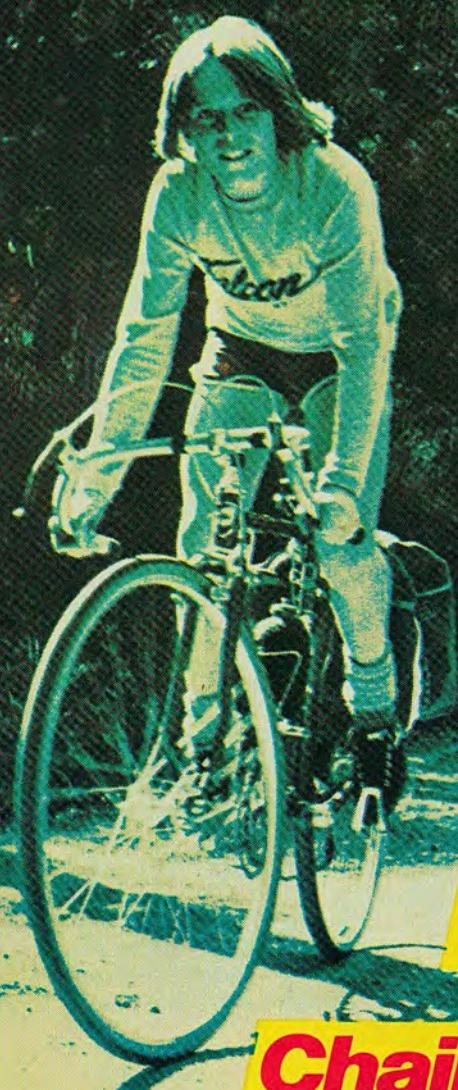


Freewheeling

NUMBER SIXTEEN \$2.00 SEPTEMBER/OCTOBER 1982 Registered by Australia Post — Publication No. NBH2266

Melbourne Bike Week Feature

Cruiser Bike Survey



The Nullarbor Revisited

Chainwheel Sets Explained

New Products and Ideas

More Pages



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Model 2783/12R



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Equipped with: 730 chrome moly frame, alloy Dia Compe side pull brakes with safety levers, alloy stem, alloy handlebar with cloth tape, brazed on cable stoppers, racing chime bell, Sugino cotterless aero alloy cranks, nickelplated chain, racing padded saddle, Suntour Seven 12 speed gears, Italian Nisi alloy wheels with front quick release hub, gumwall tyres, steel reflector pedals, safety reflectors.

Colours:

Beige with Dark Brown, Sky Blue with Dark Blue.

Available in two frame sizes:

Model 2781/12R frame size 53cm

Model 2783/12R frame size 58cm.

Model 2770/12R



69cm wheels

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Model 2770/12R 63cm frame size.

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Freewheeling

NUMBER SIXTEEN TWO DOLLARS SEPTEMBER/OCTOBER 1982

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Cover photo: Out of the rainforest and into the sunlight – Lady Carrington Drive, scene of the forthcoming *Freewheeling* Sydney to the 'Gong Bike Tour – see page 30.

Photo this page: Peter Morrow rides the Pacific Coast Cycle Trail north to Brisbane. Photography: Warren Salomon.

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Number
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in a Series

MicroLite, Aerodynamics and the SunTour Cyclone Mark II

SunTour Cyclone Mark II Front Derailleur



Light-weight, compact and attractive, the Cyclone II Front Derailleur is designed to MicroLite Aerodynamics technology.

The "endless band" mounting system replaces the bulky conventional hinged clamp. The mounting bolt fits into the derailleur body, eliminating another protrusion. The derailleur cage is smaller.

Overall volume and weight have been reduced by 26% and 13% respectively, as compared to the already compact standard Cyclone. Direct mounting without a clamp is also possible.

SunTour Cyclone Mark II Rear Derailleur



The second generation of the Cyclone which has proven its superiority on the road, the Cyclone II is more compact and lighter than its predecessor. The cable fastening bolt,



The bike is a tool . . . a means to an end. And as with all his tools, man is constantly experimenting to make it perform better. But the fact remains that the bike is a tool, the purpose of which is to extend the range and speed which you can travel under your own power.

Experienced cyclists know that weight and air resistance are their greatest enemies. Low weight has always been a characteristic of SunTour components. And now, the lessons of contemporary aerodynamics are being incorporated with physics and human engineering into a new technology which SunTour calls MicroLite Aerodynamics.

But this is not theoretical, laboratory aerodynamics; because concepts which are not founded on the actual way you use your bicycle, are meaningless. Instead, MicroLite Aerodynamics recognizes that you and your bike are an ergonomic system; and that the mechanical components which support this system must work in complete harmony with the realities of the human component's needs and behaviour.

"Micro" means compact. "Lite" means low in weight. And "Aerodynamics", to SunTour, means the practical application of aerodynamics to the way you use your bike. MicroLite Aerodynamics. As in the SunTour Cyclone Mark II series of components.

We make bicycle parts as though we're coming along for the ride.



which protrudes from the lower part of conventional derailleurs, is recessed in the Cyclone II's shifting mechanism.

By eliminating this protrusion and accommodating the cable inside the shifting mechanism, the design has been greatly simplified and operating smoothness even further improved.

Microlite Shift Levers

The levers attach to the downtube either with a stainless steel "endless band"

tightened with a single recessed 6mm allen bolt, or with a direct, brazed-on fitting. The entire unit is lighter and more compact than conventional levers, and uses the shape of



Synchro-Shift Mechanism

When the chain is shifted from the smallest to the largest sprocket at the rear, it tends to rub the inside of the front derailleur cage. With conventional levers, the front lever must be adjusted to center the cage over the chain. The Synchro-Shift



mechanism makes the adjustment automatically and perfectly when the lever controlling the rear derailleur is moved. And when a conventional system's rear derailleur is shifted, efficient gear changing requires a slight "overshift", followed by an immediate compensating return movement of the lever. SunTour's Synchro-Shift makes that adjustment automatically.



Between the lines

News about *Freewheeling*



Welcome to *Freewheeling*.

With this issue we welcome new readers in Queensland, West Australia and Tasmania. Until now our distribution in those states has been limited, so from this issue all Australians will be able to experience the joys of bicycle riding through the pages of *Freewheeling*.

In this issue we look at the Cruiser/Mountain Bike phenomena. Will these bikes catch on in this country? Already interest has been shown in a single speed heavy weight clunker available for some time now. With the event of lightweight versions fitted with gears this type of bike looks like it could become popular.

Cooking your own food on a bike trip as our feature shows can be an enjoyable experience. Whether its a snack lunch on the run or a full course gourmets delight you'll enjoy eating out in the great outdoors. Too bad there's the washing up after to do.

This issue of *Freewheeling* continues our State by State survey of the Australian cycling scene. The Melbourne feature reveals many exciting events and programmes under way and many more to come. Bike Week activities should also produce a rare appearance in Melbourne of international racing star Phil Anderson on the first Friday. He will

participate in a criterium race held in the Bourke Street Mall.

Also featured in this issue is the first of a planned series on bicycle gearing. This episode concerns chainwheel sets and a detail chart lists common types and their interchangeability. Watch out in future issues for more in this series.

A new readers competition is launched with this issue. Full details of our Night Out Competition appears at the end of the food feature and we have asked international bicycle traveller Rosemary Smith to give you some encouragement. There are prizes to be won as well.

Speaking of prizes, we are happy to announce the two winners of bicycle helmets awarded to lucky readers who participated in the readers survey. The two names chosen at random were Gloria Dalla Valle of Fairy Meadow NSW and Margaret Flaherty of Parkside S.A. Congratulations to these lucky people and thanks to all our readers who participated in our first ever readers survey.

Results of the survey should be published in the next issue and the winners have been contacted and will soon receive their new bike helmets.

Happy cycling and I hope you enjoy reading this issue of *Freewheeling*.

Warren Salomon.

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New Products and Ideas

Plastic Bicycle Marketed in Europe

With a flurry of full colour press, magazine and outdoor advertisements, the Itera plastic bicycle at last is launched on an unsuspecting world. Hailed as being the world's first all-plastic bicycle, the Itera is certainly the most interesting development to occur in bicycle technology since the invention of the derailleur over eighty years ago.

Apart from its plastic construction, the bicycle offers significant innovations in design that make it more than just a ordinary bicycle. As young BMX riders already know, there are certain advantages to the use of plastic in wheel construction. The comparative photograph shows the results of an impact force was applied to both rims and the results show for themselves the toughness of the plastic wheel.

Arrangements have yet to be finalized for the bike's release in this country. Free-wheeling will be road testing the Itera when it does make its appearance on Australian roads.

One of the more interesting innovations of the Itera manufacture is that it is not made under one factory roof. The Itera company has a small staff which totally concentrates on product development and product management.

The supply of parts and manufacture of special components are sub-contracted out all over Europe. The frame and wheel moulding plus final assembly are done in Sweden, but components are supplied from other countries. Campagnolo derailleurs even feature on the Sports model.

No Japanese parts are fitted to the Itera. One could almost assume that with the giant English bicycle manufacturer Raleigh in a troubled state, the Itera bicycle may look like a last ditch effort to save European manufacture from a Japanese takeover.



New Super Locks Arrive

City bikers concerned with increasing risk of theft can now buy two of the 'super locks' which have achieved immense popularity in the US and Europe in the last year.



in racing sizes of 13 - 18t and 12 - 18t for the 7 speed model.



Sealed Bearing Hubs

From Japan comes new lightweight, quick-release sealed bearing hubs. Available in 36 hole, low range, quick-release, the Chair 8000 hubs have high-quality, low-maintenance bearings in a well-finished package.

Both the Kryptonite and the Citadel use a large U shaped rod which locks frame, rear wheel and loose front wheel. The locks have good-quality locking arrangements which make theft a very difficult operation.

Featherweight Freewheel

Building on the Microlite concept, the Suntour company has applied its technology to come up with a free-wheel with the sprockets body and spacers made of a specially developed super duralumin. Only the bearings which have precision ground ball races and the chrome moly clutch cone are steel.

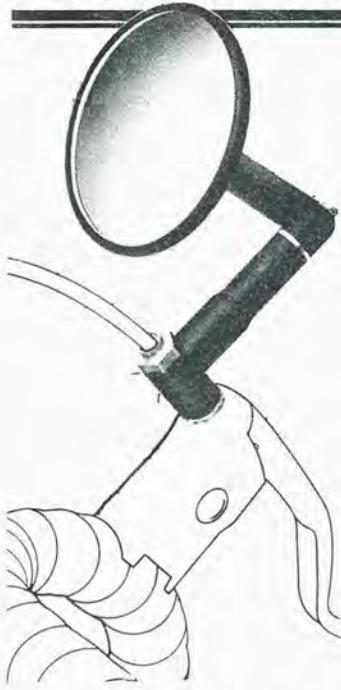
The unit will be available in Ultra 6 and Ultra 7 configuration. So far it comes only



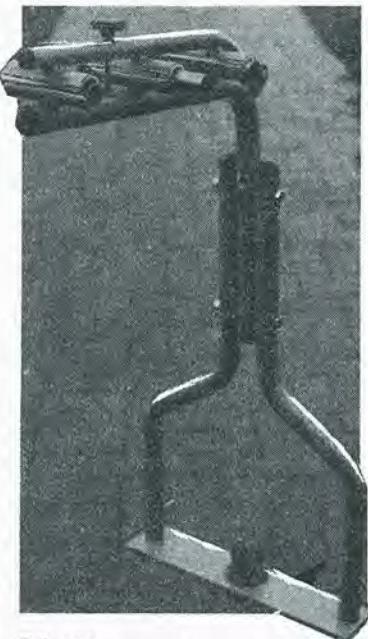
It's a Mirrycle

For those of us who use our bicycles on Australia's con-

New Products and Ideas



The two-way swivel arrangement also allows the wide-angle mirror to be used on either side. Twice as safe!



Bike Transporter

Car/Bike dual mode recreational travel is becoming a popular activity in these

gested urban streets, this new safety product seems like a gift from above. As the catchy name implies, the Mirrylic is a cycle mirror which fits to conventional drop handlebars simply by removing and rethreading the brake cable.

times of rising energy costs. The car can be used to transport bicycles out of city traffic to quiet country locations. This new rack is unique in that it enables the tow-bar to be used for trailer or caravan towing without removing the rack. Bicycles being carried on the rack should not interfere with the towing operation.

If the rack needs to be removed the head can be simply unscrewed by hand leaving the mounting attachment secured to the tow ball. The rack will accept up to three bicycles.

To complete the spectrum of cycle computer/odometers that do everything, except tell you where to go for lunch, is a third unit called the Pacer 2000. This unit has similar functions to the Cat Eye Velo but with the additional function of being able to measure pulse/heartbeat rate. This is done by means of a special sensor which is wired to the micro-processor unit. The Pacer 2000 is just the thing for ardent fitness fanatics.



Another Cycle Computer!



In the Bag

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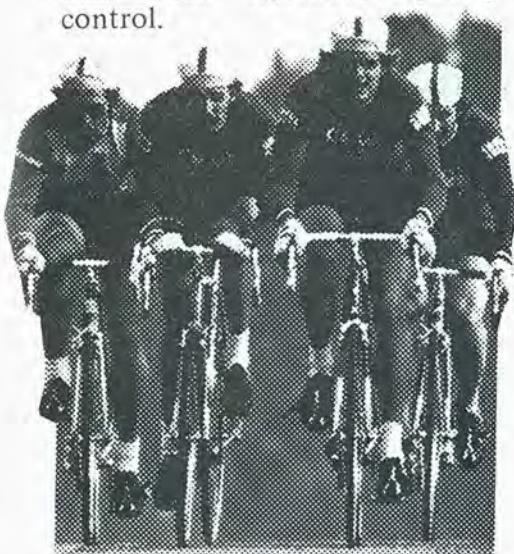
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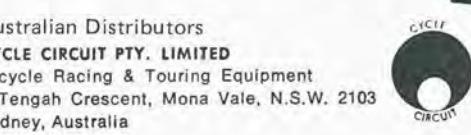
There is a Zeus product to suit all needs and every budget. The incomparable Zeus 2000 range gives top performance in ultra light titanium alloy. Super Duralumin is used for the Criterium series and light duralumin is used for the popular New Racer series.

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New Products and Ideas



tool for the cycle camper. Now Trangia owners can acquire a neat nylon bag to pop the stove into when not using it. The bag has a drawstring top with a plastic cord lock fitted to the string. Pots, pans and other similar utensils can also be stored in the bag.

Canvas Tool Bag

Long-distance camping tourers will welcome the appearance of a ready-made tool bag. The Bunyip tool bag is made of Superdux canvas, the



material used for the panniers of the same name. It comes either with or without a selection of common tools and can be rolled up compactly, easily fitting into front pannier bags.

New Fabrics

At last the bicycle pannier-bag market is showing some

signs of life. Already we have seen the introduction into this country of the Early Warning fabric, and now the English manufacturer Karrimor has introduced a new nylon fabric to compliment its existing high quality KS100e textured fabric and popular cotton duck.

The new material is called Silvaguard and it replaces standard nylon in all but special budget pannier offers. Karrimor claims that the new fabric is 70% stronger and 10% lighter than comparable nylon and its special silvery

proofing increases the fabric's water-resistant qualities. All models in the existing range are available in the new fabric.



Below: Silvagard stain resistance. Left hand pieces—Silvagard. Right hand pieces—Nylon.



Hip flasks are about to make a comeback with a new range recently released. They come in three sizes, 8oz (227ml), 6oz (170ml) and 2½oz (42ml), the flask can easily fit into a pocket to be taken along on any occasion. The smallest size is the ideal size for handbags, or for taking on a country trek.

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2 Craft and care in assembly ensures that you ride out with a bicycle which runs the way you need it to. Frame builder Clay Kesting builds his Reynolds touring and racing frames on the premises and a wide selection of other stock standard and light weight frames to suit size and budget are available.

3 Technical and Service backup ensure that should unexpected breakdowns occur, you will not be fobbed off, but attended to by sympathetic staff. Custom machines need proper after sales attention. Ask about our service programme to extend the life of your bike.

4 Expert staff means the right decision can be made. You will want to know what's available and what part goes with which frame etc. Our staff are all experienced bicycle users and our accumulated knowledge in bicycling will ensure that you get the best possible deal.

Drop by for an obligation free quote on some popular options or if you know what you require check out our price. You'll be surprised to find that quality doesn't come expensive anymore. At least not at Woolys.

LIGHTWEIGHT BICYCLES UPDATE

Since our survey last issue, a new lightweight bicycle has appeared on the market. The Repco Super Lite is the latest entry into the lightweight field by a major Australian bike manufacturer and distributor. The Super Lite sells for a very competitive price and is interesting in that it is one of the latest breed of Taiwanese bicycles to use a chrome moly frame. A full specification appears below.

The Repco Super Lite.

Rec. Retail Price	\$259
Frame	Chrome Moly Sun Tour lugs
Sizes	53, 58 cm
Handlebars	Win Alloy Pista style
Handlebar stem	Alloy 80 mm Hexkey
Headset	WHD
Saddle	Anatomic Vinyl top
Seat post	Steel
Chainwheel set	Sugino Aero Tuff Series
Gears	SunTour Seven
Rear cluster	14 - 24 SunTour 6 speed
Gearlevers	Down tube or Stem mount SunTour
Chain	TYO Nickel Plated
Pedals	HTI Steel with reflector
Hubs	Maillard LF Alloy QR front only
Rims	NISI 1 1/8, 1 1/4
Tyres	Kenda 1 1/4 65 psi
Brakes	DiaCompe 500, QR on levers
HB Tape	Cloth, Black
Braze ons	No.



The Repco Super Lite.

Corrections to Equipment Survey Chart

We draw readers' attention to the following corrections to the chart in last issue's survey.

The Custom Built/Ricardo Elite

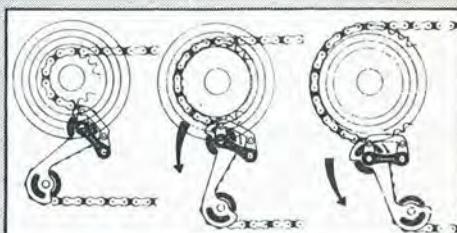
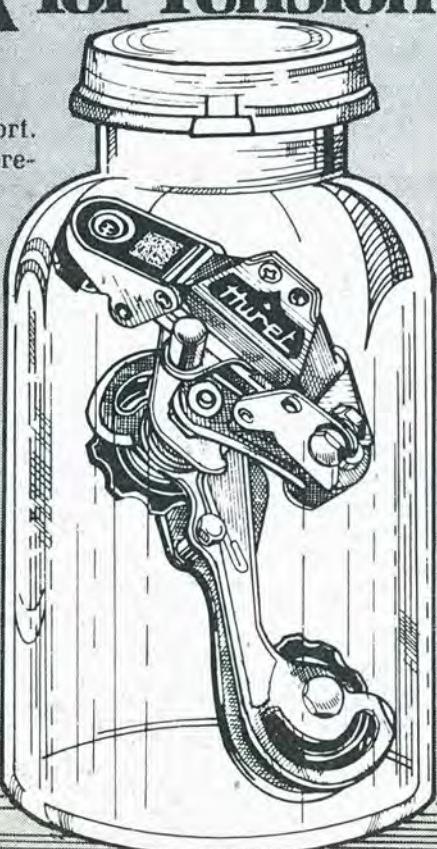
Rims Araya Mod E 1" alloy
Brakes DiaCompe 500 g
Brazeons Brazed waterbottle mount
with free waterbottle cage fitted.

Duopar: Rx for Tension Headache

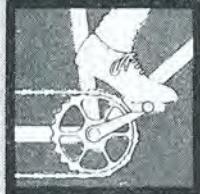
Symptoms: Chain clatter. Discomfort. Leg fatigue. A combination due to imprecise shifting and the inability to shift gears while pedaling uphill.

Prognosis: The use of a wide range freewheel requires a rear derailleur which applies constant tension on the chain.

Remedy: Duopar by Huret. The only derailleur in the world granted a patent for its unique dual parallelogram design. Capacity: 12-36 at the freewheel. Available in Titanium/forged light alloy or light alloy/steel. Duopar maintains constant tension by keeping the length of chain between the upper roller and each freewheel sprocket virtually the same. Result: the smoothest shifting touring derailleur ever!



The Duopar Effect: Second parallelogram maintains same distance between roller and sprocket regardless of sprocket size.



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SPECIFICATIONS

Frame — CrMo Champion No. 5 • Sizes — 53cm/21" and 58cm/23" • Handle Bars — Alloy Drop • Handle Bar Stem — Alloy hex key • Headset — Tange Falcon • Saddle — Elina Super Pro • Seat Post — SR Laprade Alloy Microadjust • Chainwheel Set — Shimano 600 EX 42-52 • Gears — Shimano 600 EX • Rear Cluster — 14 - 22 T 5 Speed gold Std type • Gear Levers — 600 EX Down tube • Chain — H.K.K. Gold/Blue • Pedals — MKS Quill 2K Alloy • Hubs — Shimano Q/R High Flange • Rims — 27 x 1 Alloy Araya 20A • Tyres — Panaracer Skinwall 27 x 1 1/8 90 PSI • Brakes — Dia Compe 500 G • Toe Clips and Straps — MKS • Cloth Tape — Black • Braze on Bidon — Yes • Braze Cable Guide (Brake/Gear) — Yes • Extras Included — Bottle and Cage.

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THE CRUISERS ARE COMING

Off-road bicycles make their Australian debut

It all began in the mid 1970's in the San Francisco Bay area of California. A few people, tired of riding their bicycles over the urban streets, started looking around for new and more challenging terrain.

The early clunkers were primitive machines, based more on the old



Above: Side detail of Trailmaster Mountain Bike. Gears are Sugino Pro dynamic 6 double chainwheel set, Suntour Cyclone derailleurs and Suntour power shifters on handlebars. Note wide comfortable Brooks B72 saddle. Below: detail of brake lever and gear shifter shows high quality motorbike brake lever and heavy sponge grips.



postie-style bike than the modern cruiser or mountain bike. By the late 1970's, ten-speed gears began appearing on enthusiasts' bikes, followed by more expensive, exotic and light-weight componentry. If anything increased access for potential enthusiasts, it was the availability of light-weight parts, such as 26 x 1.75 alloy rims, and strong frames made out of light materials like chrome molybdenum tubing.

Some readers are aware that the BMX bicycle is said to have also originated in California, which may explain the similarities between the two. Both the BMX and the clunker/cruiser have sturdy frames and wide tyres and rims, but that is where the resemblance ends. The true clunker or off-road bicycle is usually fitted with wide range 10-speed gears (sometimes 15) and racks to enable its user to journey along fire trails and foot tracks in search of adventure.

The bicycle pictured on these pages was constructed by Trailmaster in California. Its owner visited us here in Sydney on his return from a holiday in New Zealand. While there, he and a

A detail of front head assembly of the Trailmaster Mountain Bike. Note Mafac cantilever brakes, Blackburn alloy rack and fully chromed butt welded frame.



friend rode one of the popular walkers' tracks in the South Island. They did as the walkers do, stayed in the huts along the way. The environmental impact of the fat tyres was probably less than that created by heavy walking boots.

Off-Road Bicycles in Australia

So you would like to explore the wilds of the Australian bush on your own clunker? At the moment, the bicycle industry is just recovering from the BMX craze so even though there are bicycles available which look like clunkers on first sight, a closer view is needed to determine their suitability.

A couple of companies have adult-size bicycles. Mongoose is one and an examination of this machine reveals that, like its smaller relation, it has only single-speed gears with modification necessary to fit multi speed gearing.

The only bikes on the market at the moment which come remotely close are the Repco and Oxford and Gracross. These bicycles would be a possible starting point for future modifications; they are cruisers, designed for use around town. Like some of their 10 speed counterparts, they are heavy compared to a bicycle using a chrome moly frame. Full specifications of these bicycles appear below.

What the words mean and what makes a real Mountain Bike.

Off-Road Bike: The description which covers all of the following. Off-road bicycling is the correct term to use according to the Californians.

Clunker: An interchangeable (generic) word meaning any bike with wide 26 inch wheels made for adult use.

Cruiser: The urban clunker. The Repco and Oxford fit easily into this class. Any 10 speed bike can be modified for cruiser use but you need to check your wheel/frame clearances before doing so.

Mountain Bike: The enthusiast's dream. It is a light-weight go-anywhere machine, fitted with multiple-speed wide-range gears and alloy rims. This bicycle often weighs as little as 28 pounds (12.75 kg).

Access and Equipment.

Aussies could assemble their own Mountain Bike/Clunker which would match any quality Californian product. A little hunting around for a sympathetic and knowledgeable frame builder may be needed. The one who would not think you are crazy is the one to have.

Californian frame builders sometimes use 1½ inch tubing on main frame tubes with thicknesses of 0.049 and 0.035 inches. We have even



Repco Ranger 26

Cruiser bikes currently available in Australia. Market comparison chart.

	Repco Ranger 26	Mongoose Kos Cruiser	Crossrider Brumby	Oxford
Rec Retail Price	\$203	\$450	\$259	\$229
Frame tubing	Steel	Chrome moly	Steel	Steel
Frame size	1 size	1 size	1 size	1 size
Handlebars	Chrome/Steel MX	Stainless Steel MX	Coloured Steel MX	Chrome Steel MX
Handlebar stem	Double mount MX	Alloy/Steel Double mount MX	Alloy /Steel Double mount MX	Alloy/Steel Double mount MX
Handset	WHW Steel	Mongoose	Tange MA60	WHW Steel
Saddle	X wide sprung	Wide sprung	Crossrider MX	X wide sprung
Seat post	Steel	Chrome moly	Steel	Steel
Chainwheel set	One piece crank set Steel 46t	One piece crankset Alloy ring 44t	One piece crank set Steel 48t	One piece crank set Steel 46t
Gears	SunTour GT	Single speed	SunTour GT	SunTour GT
Rear cluster	SunTour 14-32	15t single freewheel	SunTour 14-28	SunTour 14-32
Gear levers	SunTour Mighty Thumb shifter	—	SunTour Stem	SunTour Mighty Thumb shifter
Chain	TYO Black	DID Black	SIW Black	TYO Black
Pedals	HTI Rubber	KKT BMX Chrome	Steel Taiwan	HTI Rubber
Hubs	Steel MX-LF	Shimano Alloy MX	Steel MX-LF	Steel MX-LF
Rims	Steel CMC 26 x 2.125	Araya Alloy 26 x 1.75	CMC Steel Anodised 26 x 2.125	CMC Steel Chrome 26 x 2.125
Tyres	Gum Wall 26 x 2.125	Mitsubishi Silver Star 26 x 1.25 GW	Cheng Shin Gum Wall 26 x 2.125	Kendo Gum Wall 26 x 2.125
Brakes	Chang Star Deluxe Alloy coloured	Shimano Tourney Alloy MX	Alloy MX Chang Star	Chang Star Deluxe Alloy coloured
Grips (HB)	Sponge	Sponge	Sponge	Sponge

seen frames which use mixte tubes for extra strength. These are usually superfluous if the conventional diamond shape is well made. Some of the frames like the Trailmaster pictured, has Aluminium tubing TIG welded. Angles are commonly 69 or 70 degrees with a longer than normal wheelbase of about 44 inches.

The Trailmaster also has alloy motorbike handlebars and brake levers. These are sturdy and meant for rugged use than are conventional straight bar levers. Cantilever brakes are usually fitted to custom-built frames as the excessive brake clearance

necessary for the 2.125 tyres requires using either 810 or 1000 mm caliper brakes with resultant decrease in brake performance.

BMX pedals are often used, and toe clips and straps are preferred for longer distance riding.

Of importance for the clunker enthusiast is the recent availability of alloy 26 x 1.75 inch rims and skin wall balloon tyres. These rims are made by Araya and Ukai and are available locally, though some shops may need to order them in for you. Either 12 or 13 guage spokes ensure a sturdy wheel. Conventional BMX hubs do not



Mongoose KOS Cruiser



Oxford Cruiser



Crossrider Brumby

require drilling for the larger spoke sizes. Some US bikes use only 14 gauge spokes.

In the USA there are at least two companies manufacturing clunkers and many more cottage-industry types making very good bicycles, mostly quality mountain bikes. A few are listed below for reference. Clunkers have also spread to Japan where at least two models are starting to come off the production lines. In Australia bicycle importing companies are closely watching the US scene and to our knowledge one local company has plans to import a type of mountain bike from Japan.

There is a publication written for the off-road cyclist in California now. *The Fat Tyre Flyer* can be obtained by subscription from PO, Box 757, Fairfax CA 94930, USA. We suggest you ask them for their overseas rates as we have a local US price only. Include a return postal voucher to speed their reply.

As yet, no local group exists to serve and promote the interests of Australia's off-road cyclists. *Free-wheeling* would like to offer support to anyone in Australia who wants to get an off-road club going. If that is you, then feel free to contact the publisher by phone or mail.

Two US Manufacturers.

Specialised
844 Jury Court
San Jose CA 95112
Schwinn
1856 N Kostner Ave
Chicago IL 60639

Two US Frame Builders

Trailmaster
c/- Cove Bike Shop
1 Blackfield Dr
Tiburon CA 94920
Breezer
c/- Mountain Bikes
PO, Box 405
Fairfax CA 94930

Finally a word about prices. Do not expect to get out of owning a top quality mountain bike without paying at least \$750. Top machines with handmade frames cost as much as \$1500 – 1700. Our advice is to watch the local scene for the arrival of the Japanese off-road bikes. Even then, quality machines are going to cost at least as much as an equivalent touring or racing bike, especially with a light-weight frame. Of course, a much cheaper hybrid version can be made by modifying a 27 inch steel frame. But it cannot survive for long with the rough treatment you will give it when you are off road, at last.

Rearrange the Early Days

The Repack Downhill Clunker Race takes place about once a month, weather permitting, usually on Sunday mornings. Currently from 10 to 20 racers compete on the mountainside course just outside of Fairfax, California, a small town about 20 miles north of San Francisco. Race dates are announced by telephoning previous competitors. Newcomers and racers from outside Marin County are encouraged to compete.

Clunker bike racing as it is practiced in Marin County, is a downhill event, with each racer taking his or her turn against the clock — much like a downhill ski race. Other variations exist elsewhere (see box). The dirt course is two miles long and drops 1,200 feet. It is a fire road with numerous blind, off-camber hairpin turns. The best times have been turned in after rains, when the course is less dusty and better packed. Gary Fisher's track record of 4:22.14 was set in December of 1976. Any time under five minutes is considered good, since that time requires an average speed over the track in excess of 25 mph. Which means that if you are not braking and skidding through one of the turns, you have to be pedaling downhill like crazy.

The racers have the course memorized by heart, and with 100 foot maxi-

mum visibility and 200 foot stopping distances, it's easy to see why. "The Repack course kind of comes on like a recurring dream," says race organizer Charlie Kelly (he owns the synchronous timers.) The course got its name from the old coaster brakes, which used to come smoking across the finish line and would have to be repacked with grease.

A straight stretch mid-way on the Repack downhill race course. The track is a two-mile long dirt fire trail with a vertical drop of 1,200 feet. When the riders passed the camera they were doing close to 35 mph. In an actual race the contestants are separated to avoid collisions; a timer at the top starts one racer every two minutes. The environmental impact from the bikes on the trail is a continuous one-inch deep groove the width of a bicycle tire, which traces the fall line of the track, and some loose dirt on the curves. On a race day, contestants begin by walking up the course to clear it of rocks.



When this woman races in the Repack, she wears the gloves shown here, plus a long-sleeved shirt and pants. Almost none of the racers uses a helmet, though many wear knee and elbow pads. On this day, she was out taking pictures. For wildlife photography especially, clunkers are an ideal form of off-road transport, because they are quiet.

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Here's the book that dedicated cyclists turn to for a round-up of the year's events and a rundown on what's new and what's coming up on the national and international bicycling scene. You could call it a yearbook or an almanac or a cyclists' guidebook.

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Melbourne, Melbourne

BikeWeek'82
Victoria Feature

Melbourne is an ideal place to ride a bike. Certainly the locals will tell you that. Any doubting visitor should get sufficient proof just by standing on a street corner and looking out for the ubiquitous cyclist.

"It's probably the flat terrain that encourages them" said a Sydney sider friend who, like a lot of other people outside of Victoria, mistakenly believes that Melbourne lacks hills. Hills there are, but without the savage gradients of some areas of Sydney, Brisbane and Hobart.

The weather is extremely suitable for bike riding. Apart from the few weeks of cold and gloom in mid winter the rainfall is usually gentle and days mild for most of the year. Some summer days can be very hot, but as any bike rider knows hot weather is a good excuse to shed restrictive clothing and develop a good healthy sweat.

Of course there are the tram tracks and the sometimes confusing multi-laned road way system but things are changing. Cyclists in Melbourne are about to get a better deal.

Melbourne Bike Plan

Stage two of the Melbourne Bike Plan is about to commence and the complete three stage study is expected to be completed by the end of next year.

Much of the ground work for the Melbourne Bike Plan was done in Geelong with the bike plan currently being carried out there.

One important innovation of the Melbourne Bike Plan is the production of detailed bicycle route maps printed on weather-proof plastic material. These maps are expected to go on sale later this year and will assist people to use their bicycles for all kinds of new and unthought of activities.

The maps grade existing roads according to their traffic stress. At this stage, the mapmakers have adopted a 'warts and all' approach by showing existing hazards.

The roads indicated for cycle preferred use at this stage do not constitute a network but when the future work (also shown) is implemented Melbournians should have one of the finest cycling environments in the world at their disposal.



Two views of the popular Yarra Bike path. Plans allow for the extension of this path up river past Heidelberg.

Bike/Rail (Dual Mode)

One of the more interesting things to come out of the bicycle planning initiatives in the last few years has been the innovations made in the area of dual mode bike/rail travel facilities. Many suburban railway stations now offer bike racks and locker installations.

Initially Vic Rail was very reluctant to assist in the new program-

mes and the Dual Mode locker facilities programme funded mostly by the SBC provided a classic example of how the management of their organization had to be dragged kicking and screaming into the twentieth century.

Stations on the new underground will feature lockers for city commuters. The new Transport Minister Steve Crabb (see photo) recently added his presence to the locker installation



stow touring gear or a change of clothing for commuter users.

New Research Projects

One of the most useful tasks the State Bicycle Committee has undertaken has been a research programme which has produced detailed studies in the areas of: Dual Mode Storage; Bicycle Brakes Light and Helmets; Bicycle Accidents; Legal Aspects of Cycling; Mopeds and Bicycles. The most important study to date from the point of providing bicycle riders with better product support is the bicycle lighting tests and survey presently being undertaken. This study is internationally unique in that for the first time an attempt is being made to evaluate and test every lighting system available world wide. The report is expected to relegate many lights popular with the Australian buying public to the scrap heap of history.

Encouraging Bicycle Use

Victoria has also led the way in the area of bicycle use encouragement by appointing its first paid Encouragement co-ordinator. The position is presently filled by Colin Crawford a public relations consultant. He has managed to overcome the initial scepticism of some advocate groups and has



Alistair Hepburn, the chairman at the State Bicycle Committee.

gone on to co-organize the successful 3MP Bike-A-Thon which recently attracted 7000 riders. He is currently co-ordinating the Bike Week programme for October and putting the finishing touches to the Melbourne Bike Tours book (see box).

The State Bicycle Committee Encouragement Programme also funds a display advertisement placed in the *Age Weekender* every week. This ad provides notice of any cycling events

PRIME HELMET

BELL

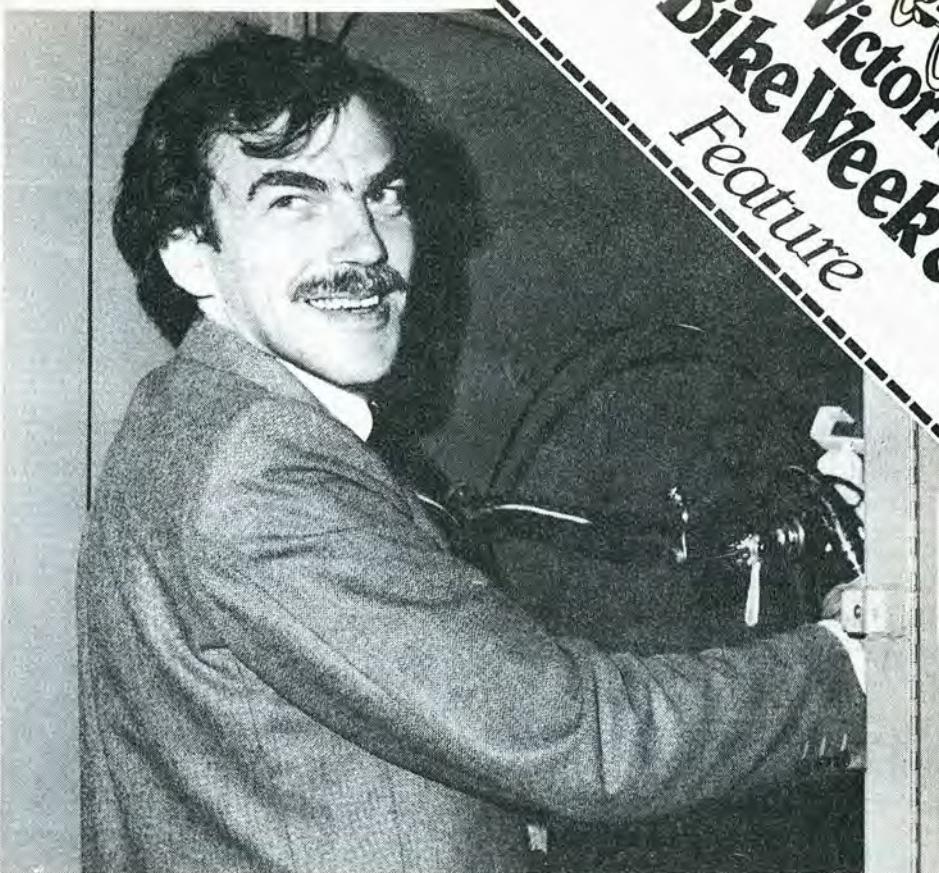
happening over the weekend and is available to any group organizing bicycle events.

New Minister for Cycling

Following the recent election of a Labor Government, Victorian bike riders have found themselves with a new political overseer for the many bicycle programmes in existence and planned. The new minister for Transport Steve Crabb is pictured above during the opening of new bicycle lockers at Museum Station.

The Minister has undertaken a re-organization of the bureaucracy amalgamating something like 13 government departments into 4 new ones. On the surface this seems like a reasonable move so long as the whole exercise doesn't prevent the new government from implementing its stated policies. On the surface the Labor Party has a good transport policy.

The worst that can happen in a re-organization of the bureaucracy is that the State Bicycle Committee (the major policy implementing body) could be shuffled away into the cavernous depths of a new department and forgotten about. What prevents this happening at the moment is the established connections of the committee and its neutral and independent chair-



New minister Steve Crabb tries a locker for size during the opening of new locker installation at Museum Station. Picture courtesy of Vic Rail.



BIKER HELMET

man to the Minister. The BIV some years ago fought a campaign to achieve this direct political and bureaucratic connection. It was the resignation from the SBC of BIV Research Director Alan Parker that provided the catalyst for the establishment of this connection.

This move was necessary according to Alan Parker because the committee was then being frustrated from within the bureaucracy. Alan has now rejoined the SBC as BIV representative and is now deeply concerned that the effectiveness of the committee is once again under threat. Alan points to a recent SBC meeting where Chairman Alistair Hepburn advised the committee that since its last meeting he has had discussions with the Minister of Transport concerning the administration of the State Bicycle Committee. He said that "the Minister had agreed to allow the Committee to operate as a separate identity answerable to the Ministry of Transport for the time being. The Minister had indicated, however, that when the re-organizational changes are finalised within the Transport portfolio, the Committee will then be required to fit into the main structure."

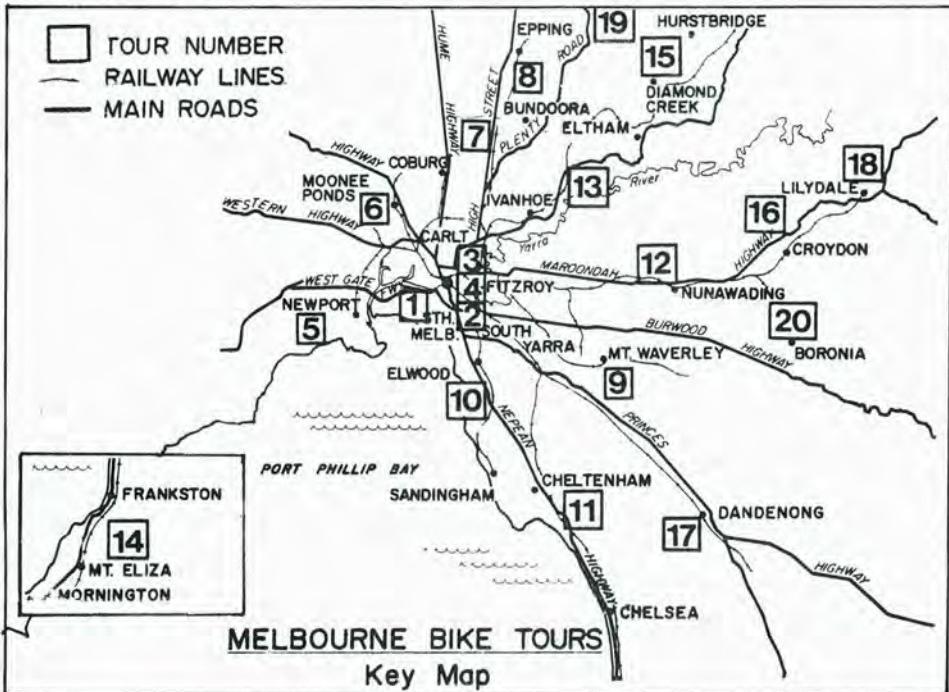
This clearly points to a possible downgrading of the committee and indications from advocate groups point to a possible early falling out

with the new government if this goes ahead.

The Minister is not well known for his cycling sympathies and the danger for him is to regard the existing programmes as an example of trendy Liberal vote catching. Like the majority of his generation Steve Crabb has

spent a good proportion of his life behind the steering wheel of his car with hardly a bicycle in sight.

It would be a tragedy for the new minister to overlook the value of bicycle transportation and its benefits for future generations Victorians just as the existing programmes are starting to have some effect.



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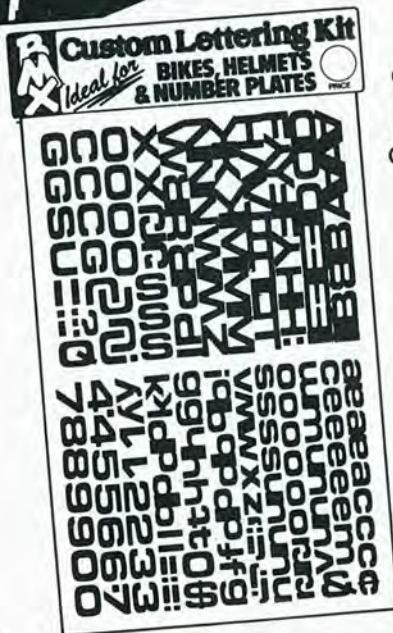
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Melbourne Bike Tours

This book details twenty tours in the greater Melbourne area. It is compact and can easily be transported and referred to while 'on tour'. The rides are graded in order of difficulty and on some tour maps gradient profiles are provided.

The book is easy to read and its strong point is that it provides enough information for tours to be done without supplementary guides and maps.

An ideal beginners guide all for the low retail price of \$3.95 (*Freewheeling* mail order price \$5.15 including postage anywhere in Australia). Available late September. A full review of this book will appear in a later edition of *Freewheeling*.

In order to whet your appetite for the delicious tours in this book, we have reprinted one of the tours below. With kind permission from the publishers.

Melbourne Bike Tours

Tour 10 BAYSIDE BIKE PATH



Tour description:

This tour includes Stage One of the Bayside Bike Path which is part of an exciting project to build a cycle-way between the City and Frankston. Another feature of the tour includes some of Victoria's finest National Trust buildings. Several opportunities to stop, take deep breaths of salty air and enjoy Melbourne's delightful bayside.

Distance:

16.1 km

Hazardous areas:

- Tram tracks on the Upper Esplanade
- Heavy summer traffic in Marine Parade
- Most major crossings controlled by traffic lights
- Pedestrians, dogs and kite-flyers on the bike path.

Points of interest:

1. Fitzroy Street, St. Kilda

Unjustly regarded as the 'Kings Cross' of Melbourne. Cafes representing almost every nation are certainly worth a visit on the way home.

2. Upper Esplanade

On Sundays, the sidewalk becomes a market place for arts and crafts — painting, pottery, jewellery, plants, etc.

3. Luna Park:

Long-established fun park. Home of the Big Dipper, Scenic Railway and other fun-fair attractions. Allow plenty of time if you plan to call in. Between here and the next point is the St.Kilda marina — a triple-deck warehouse for boats of every size.

4. 'Billilla':

Built in 1878 by Robert Wright as a private residence. It was bought by the Wetherley family in 1890s. It was to remain their home to the 1970s, when they sold it to the Brighton Council. Additions were made by the Wetherley family and it represents an unusual mixture of architectural design. Open for inspection — Wednesday to Saturday 2 - 6 pm. Admission fee.

5. 'Ripponlea', 192 Hotham Street, Elsternwick:

One of the last of the great city estates remaining intact in Australia. Created by Frederick Sargood. Building of the 15-room Romanesque-style house began in the late 1860s and it grew to a mansion of 33 rooms by its completion in 1887. Classified by the National Trust. Outstanding gardens reflect an Australian attempt to follow the landscape tradition of the great English gardens. Allow plenty of time to look over this grand old place. Open daily 10 am — 5 pm. (except 17 June - 19 August). Tel: (03) 523 9150.

Cyclists travelling the Melbourne Bike Tours do so at their own risk. The State Bicycle Committee does not accept liability for personal injury and/or damage to property.

Bike Week '82



Victoria's Bike Week '82 will see more big wheels than ever before involved in promoting cycling for recreation and as an alternative means of transport.

The State Bicycle Encouragement Co-ordinator, Colin Crawford said that Bike Week '82 would see greater community participation than ever before, as well as involving, hopefully Phil Anderson, Australian superstar currently in Europe, and others.

Bike Week is set down for 17 - 24 October, with in excess of twenty separate events planned.

A highlight will be Bike Commuter Day on Wednesday 20 October with as many Victorians as possible cycling from home to the Fitzroy Gardens for a healthy breakfast prior to getting to work.

Mr. Crawford expects literally thousands of Victorians — regular commuters and recreational cyclists alike — will leave the car in the garage for the day, or forego public transport to experience the exercise and enjoyment which will come from the ride.

He said that the Victorian Police had been involved in the plans and would co-ordinate activities during peak traffic times.

Mr. Crawford said that the State Bicycle Committee wished to announce Bike Week '82 and Bike Commuter Day in good time so that people could prepare themselves "physically and mentally for some good, clean, cycling fun."

He said that further publicity and advertising were planned closer to the event, and a daily-updated recorded information service would be installed about a month in advance.

Previous Bike Weeks, held in 1978 and 1980, had proved very successful, helping to increase participation in cycling.

"The hire-a-bike concept for example has proved enormously popular with Victorians and tourist particularly for recreation purposes", Mr. Crawford said. "With ever-increasing fuel costs, and not so rapidly-increasing fitness levels in the community, we are particularly interested in expanding cycling as a means of viable transportation."

Other events planned for Bike Week '82 include a Melbourne Discovery Ride; Criterium (Pro-Am) events — in the Central Business District; Cycling Museum; a Mayors' Race; Bicycle Safety and Registration; and lots more.

CALYPSO CYCLES

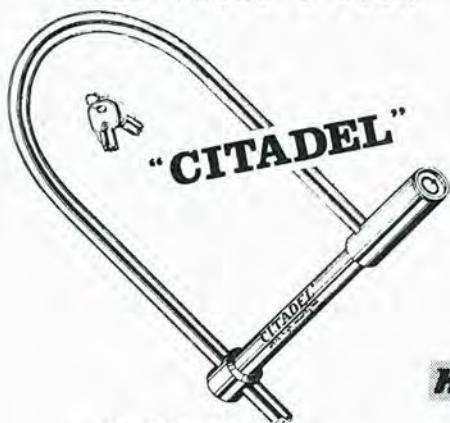
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Italia anatomic \$23
more than 20 others to look at



Shop Hours

9 am - 6 pm
Thurs- 9pm
Sat- 4pm

Bike Week '82



Events Programme

Friday 15th October

Pro-AM Criterium Race (LVW-VACV) Sun Tour Prologue (LVW)

Sunday 17th October

Official Opening of Bike Week (SBC)
Pedal Club Rally (VPC)
Bike Registrations (SBC)
Melbourne Discovery Ride (BIV)
Criterium Racing (Blackburn Club)
Over 50's Bike Day (SBC)
Photographic Bicycle Exhibition (BIV)
Cycling Museum (SBC)

Monday 18th October

Cycling Museum
Bike Films (SBC-BIV)
Photographic Bicycle Exhibition
BMX Demonstration (VBMXA)
Bicycle Maintenance Classes (BIV)

Tuesday 19th October

Mayors Race (SBC)
Bikes '82 Exhibition (SBC)
Bike Films
Cycling Museum
Photographic Bicycle Exhibition

Wednesday 20th October

Bike Commuter Day (BIV)
Bikes '82 Exhibition
Bike Films
Bike-Ed Demonstration (ROSTA)
Photographic Bicycle Exhibition
Cycling Museum
BMX Demonstration
Bicycle Maintenance Classes

Thursday 21st October

Bicycle Safety Night (Victoria Police)
Bike '82 Exhibition
Roller Cycling Demonstration
Cycling Museum
Fashion Parade (BIV)
Bike Films
Photographic Bicycle Exhibition

Friday 22nd October

Bikes '82 Exhibition
Cycling Museum
Bike-Ed Demonstration
Bike Films
Photographic Bicycle Exhibition

Saturday 23rd October

Bikes '82 Exhibition
Cycling Museum
Century Bike Tour (BIV)

Sunday 24th October

Family Bicycle Ride (SBC)
(finish BMX, Pedal Club Rally)
Bikes '82 Exhibition
BMX Rally
Bike Registrations
SBC Display

Victorian Bicycle Clubs and Organisations

VICTORIAN BMX ASSOCIATION
251 Blackburn Rd
SYNDAL VIC 3149

LEAGUE OF VICTORIAN WHEELMEN
32 Charles Street
COBURG VIC 3058

VICTORIAN CYCLISTS ASSOCIATION
P.O. Box 75
FOOTSCRAY VIC 3011

VICTORIAN AMATEUR CYCLISTS ASSOCIATION
P.O. Box 53
ALTONA VICE 3018

VICTORIAN AMATEUR CYCLING UNION
35 Liston Avenue
KEON PARK VIC 3073

BICYCLE INSTITUTE OF VICTORIA
Box 1961 R
GPO MELBOURNE VIC 3001
Resource Centre:
285 Little Lonsdale St
MELBOURNE 3000

VICTORIAN BICYCLE ENCOURAGEMENT CO-ORDINATOR
Colin Crawford
c/- Department of Youth Sport and Rec
570 Bourke Street,
MELBOURNE VIC 3000
Phone: 602 1566 (Wed & Thurs.)

ALTONA CYCLE CLUB
Contact: Alan Dyall
21 Boyd Street, Altona, Vic., 3108

AUDAX AUSTRALIA
Contact: Alan Walker
P.O. Box 97, Belmont, Vic., 3216
Tel: (052) 441 668

BAYSIDE BICYCLE TOURING CLUB
Contact: John Myles
18 Victoria Street, Parkdale, Vic., 3195
Tel: 587 1291

CRANKSET BICYCLE TOURING CLUB
Contact: W. Erben
P.O. Box 256, East Melbourne, Vic., 3002

EASTERN BICYCLE TOURING CLUB
Contact: Janine Lobley
23 Dickens Street, Blackburn, Vic., 3030
Tel: 878 0245

ESSENDON TEENAGE BICYCLE TOURING CLUB
Contact: Randy Boyce
26 Trenoweth Street, West Brunswick, 3055
Tel: 386 8641

ELTHAM SPOKES FOLKS CYCLE TOURING CLUB
Contact: M. Johnson
119 Bridge Street, Eltham, Vic., 3095
Tel: 439 9853

FRANKSTON TOURING CYCLE CLUB
Contact: Mark Anderson
16 Beach Street, Frankston, Vic., 3099
Tel: 786 4673

GEELONG CYCLE TOURING CLUB
Contact: David Coleskin
P.O. Box 27, Geelong, Vic., 3220
Tel: (052) 216 242

KNOX CYCLE TOURING CLUB
Contact: Ian Pengelly
1/6 Pleasant Street, Kilsyth, Vic., 3137
Tel: 725 4670

MALVERN CYCLE TOURING CLUB
Contact: Dick Rogers
28 Anita Street, Beaumaris, Vic., 3193
Tel: 991 467

MELBOURNE BICYCLE TOURING CLUB
A.E.A. Clubrooms, 1st Floor,
256 Flinders Street, Melbourne, Vic., 3000
Tel: 63 3827

MULGA BILL'S BICYCLE CLUB (Melb Uni)
Contact: Nick O'Brien & Steve Law
Box 80 Union House, University of
Melbourne, Parkville, Vic., 3052
Tel: 459 9948 or 850 8009

RAAF LAVERTON CYCLE TOURING CLUB
Contact: Terry Clitheroe
Vern Smith Cycles, 65 Ballarat Road,
Maidston, Vic., 3012
Tel: 312 3817

RVIB TANDEM CLUB
Contact: Alan Bates
557 St Kilda Road, Melbourne, Vic., 3004
Tel: 511 381

SALT WATER RIVER BICYCLE CLUB
Contact: Peter Caissa
20 Watt Street, Spotswood, Vic., 3015
Tel: 318 2511

SOUTH WEST BICYCLE TOURING CLUB
Contact: Max Nathan
P.O. Box 310 Hamilton, Vic., 3300
Tel: (055) 723 284

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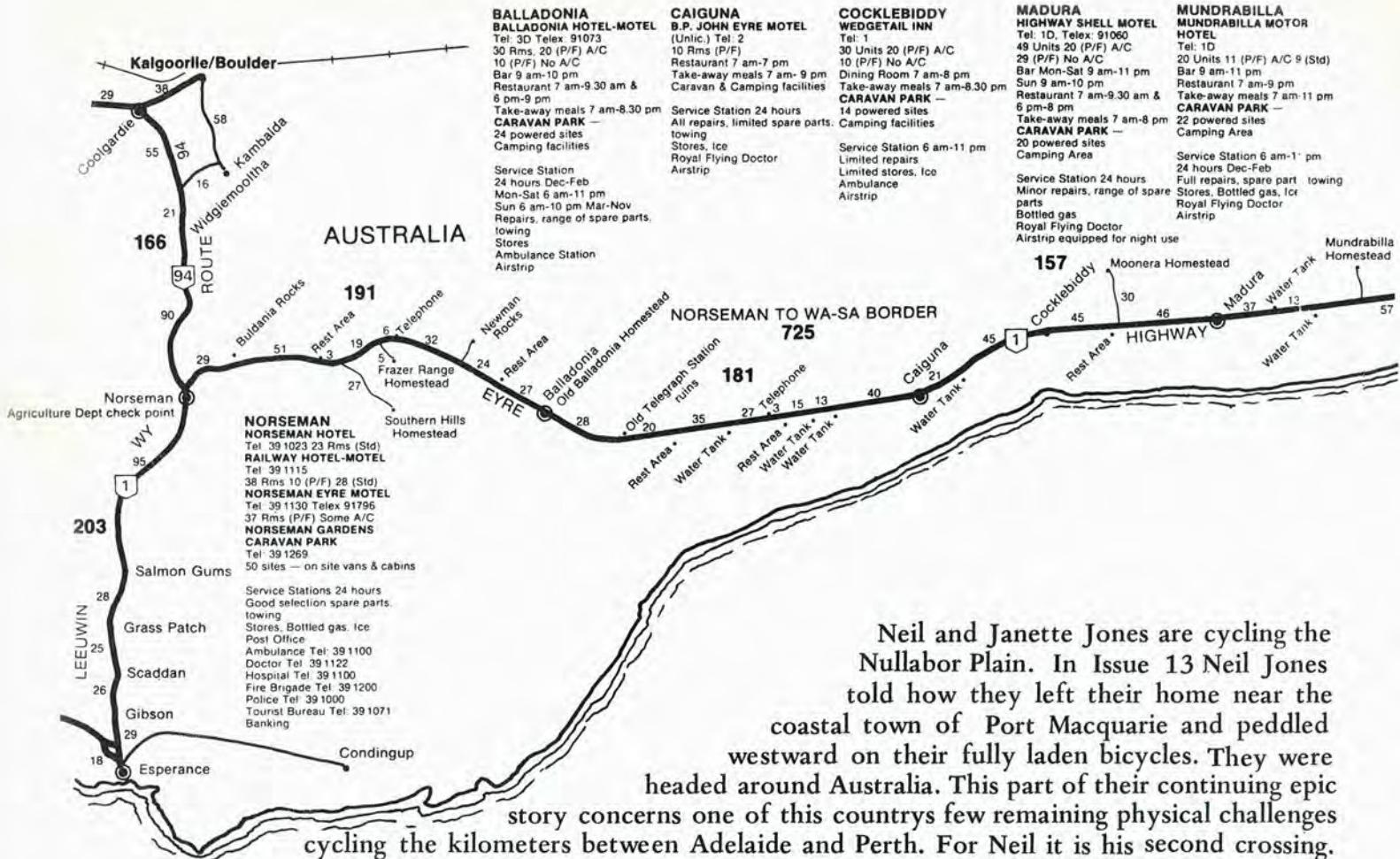
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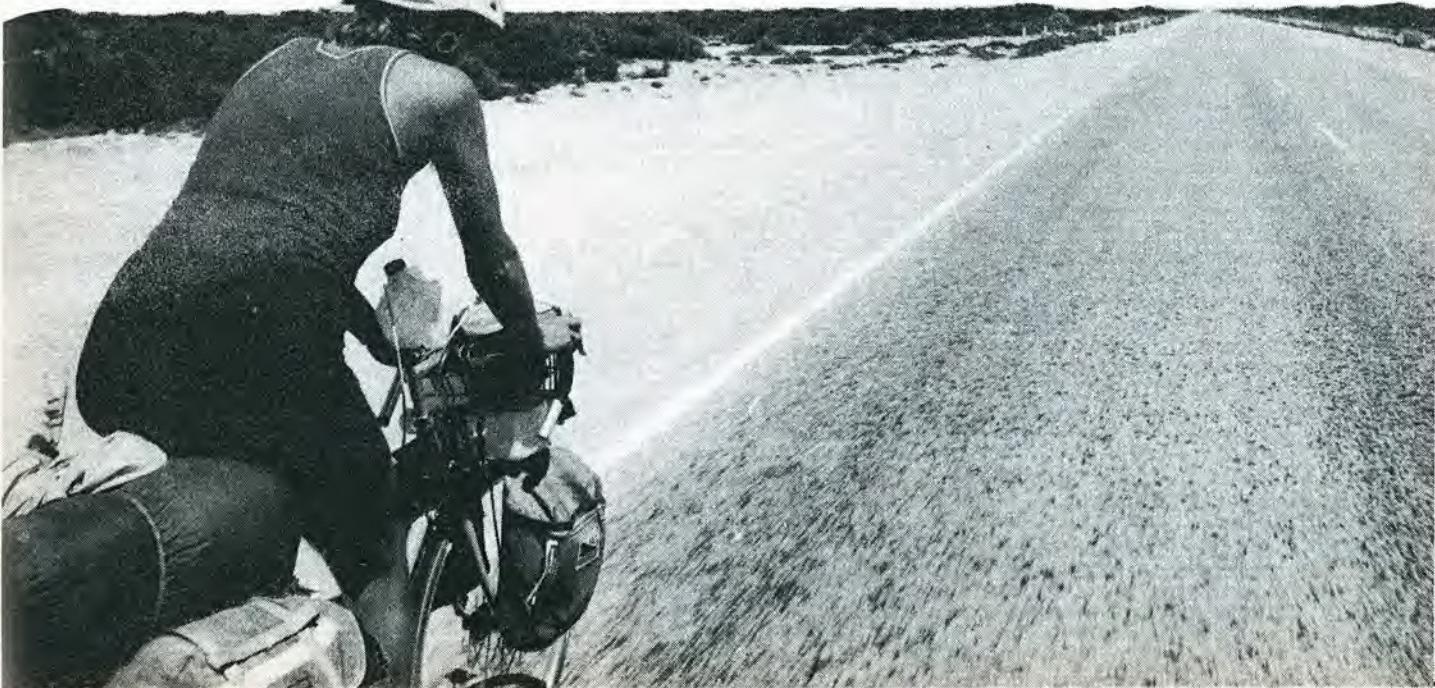
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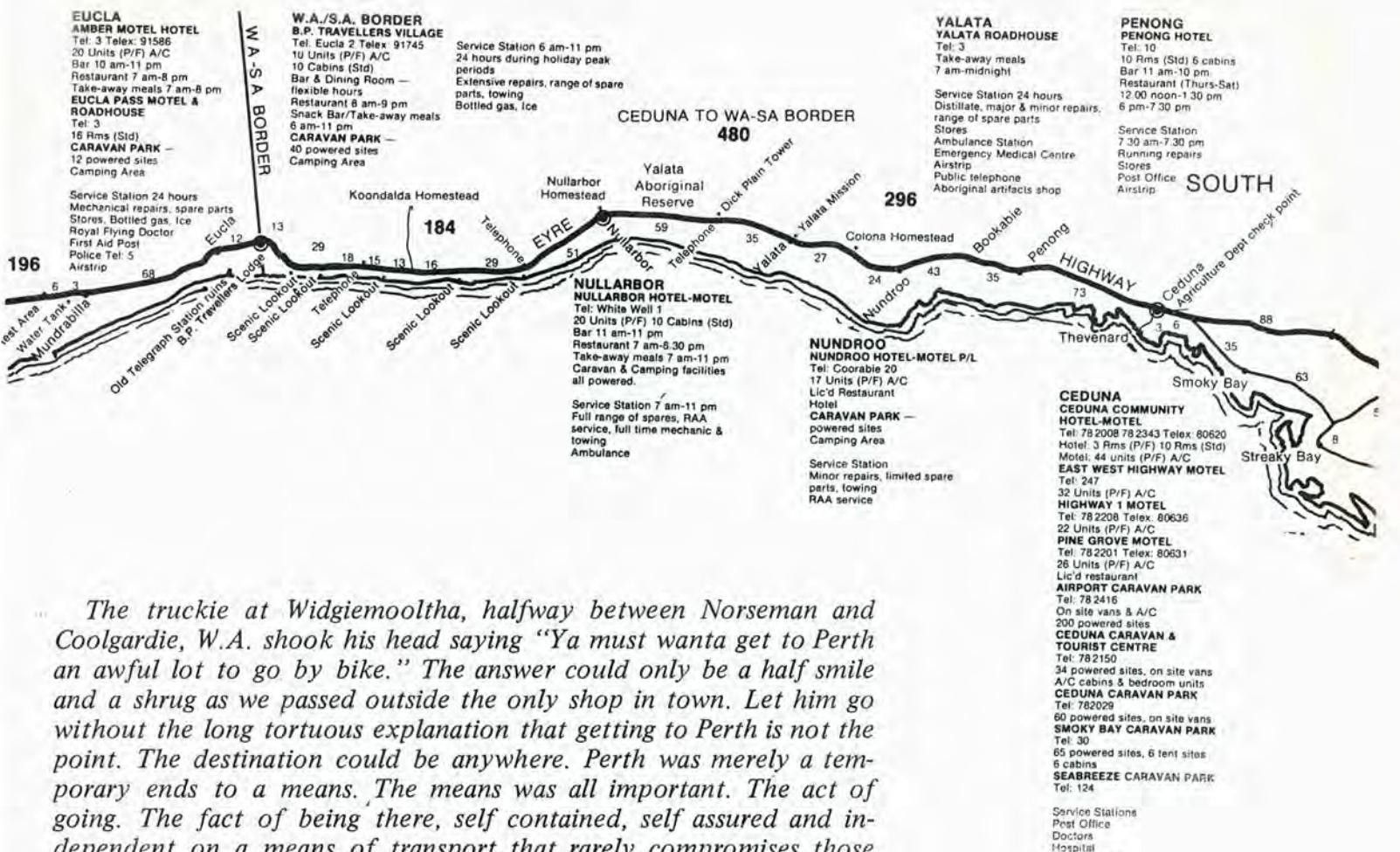




Neil and Janette Jones are cycling the Nullabor Plain. In Issue 13 Neil Jones told how they left their home near the coastal town of Port Macquarie and peddled westward on their fully laden bicycles. They were headed around Australia. This part of their continuing epic story concerns one of this country's few remaining physical challenges kilometers between Adelaide and Perth. For Neil it is his second crossing. An account of his first is printed in *Freewheeling 5*. Now read on . . .

Nullarbor Revisited





The truckie at Widgiemooltha, halfway between Norseman and Coolgardie, W.A. shook his head saying "Ya must wanna get to Perth an awful lot to go by bike." The answer could only be a half smile and a shrug as we passed outside the only shop in town. Let him go without the long tortuous explanation that getting to Perth is not the point. The destination could be anywhere. Perth was merely a temporary ends to a means. The means was all important. The act of going. The fact of being there, self contained, self assured and independent on a means of transport that rarely compromises those three qualities.

The bicycle is a machine. But it is not a motor. It reduces effort sufficiently to bring the ends of the continent together enough to make travel between them relatively cheap and achievable. Efficiency of travel without the horrors of motorisation or dependence on anything more than a good supply of food and water. Fear of breakdowns averted by reliable equipment and faith in a bicycles ability to cope with stress and patch up jobs to keep going.

There's volumes more to it, not that they can all be included here. Many hundreds of people cycle the Nullabor each year. Ninety-nine percent of the thousands of motorised travellers however, have never met a person who has cycled the distance, let alone considered it a sane proposition to do it. Consequently a bicycle rider on the Nullabor is a novelty, someone different. But its a delusion.

Australians so overwhelmingly flung themselves at the great godhead of automobile "heaven" with its hell of sudden death and living broken bodies, that their own cycling history has been almost lost. Few realise that Hubert Opperman pedalled the Nullabor in the thirties to beat

an already established record half a decade before the road was even constructed. More cyclists had crossed the Nullabor before 1940 than motor cars.

So now we pedal across on two lanes of bitumen. Roadhouses and water tanks are within easy reach yet motorists see us as curious, even masochistic. What they don't realise is that bicycling is the closest thing to self propelled flight. Breezing down a long hill with a tailwind is all you need to believe it. Its only reasonable that the *Gossamer Albatross* was pedalled across the English Channel to make the first human powered flight between Dover and Calais.

The effortless and graceful motions of an eagle in flight are an appropriate comparison to those long downhills and following breezes. The separation between rider and landscape doesn't exist. The rider is in the landscape. You can be the central figure or preferably in equanimity in natures interdependence. No motor overwhelms the topography or the persistence to of gravity to maintain an unnaturally constant speed. There's no unholy roar of poisonous gases exploding into the atmosphere.

Imagine a long downhill in the dry South Australian Landscape of low mountain ranges and broad valleys two hundred kilometers west of Broken Hill. Absorbed in the figures of my map carried on my handlebar pack enjoying top gear and a straight road downward Janette calls from behind to look up. Just a few meters to my right, at shoulder height, a wedgetailed eagle keeps pace, its laconic gaze almost acknowledging us as fellow fliers. Unfortunately we're tied to a very low altitude and after a few hundred meters the eagle wheels to the right and rises into the morning air.

Even still, the road continues to fall away beneath the wheels. The tailwind blows us in the long, extended glide toward the next small railway town.

It only takes a few days for our legs to work up to a strength necessary for long mileages. Developing a rhythm in pedalling is the first necessity. The speed at which your pedals turn is called your cadence. In making for yourself a comfortably quick cadence even long steep climbs will not be so foreboding. In whatever gear you're riding your cadence should remain the same unless of course your bottom

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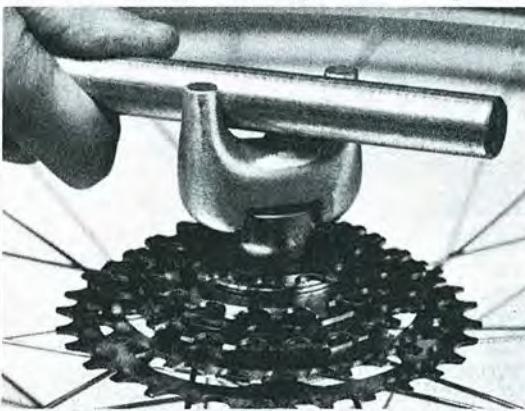


either position, a self-righting wheel channel holds your bike securely.

This compact storage system mounts indoors or outdoors with special tamper-proof screws, and can be used for any bike from BMX to ten-speeds.

POCKET-VISE™ FREEWHEEL TOOL

Weighing in at less than 2 ounces, this handy tool lets you



remove your bike's freewheel on the road without a bench vise or heavy wrench. Now rear spoke and gear repairs can be made by the side of the road with a lightweight tool kit.

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gear doesn't quite get down low enough for those really steep climbs.

To cover all grades of climb, a fifteen speed set up will get you up everything that holds a tar seal, without having to get off and push. But you'll still meet the odd fruit-picker/shearer who does it all on one gear with a back pedal brake. It simply means long walks up steep grades and possibly less mechanical problems. As long as your gear is in good order you can cycle throughout the country on what you prefer.

Janette and I started this ride after hardly sitting on our bikes for months. It was eighteen months since our last tour. With no prior training we were pedalling eighty kilometers on our third day out. This was incidentally on reaching the top of the Great Divide near Walcha having started from the coastal plain near Wauchope. We were still enjoying it too. A few tired muscles and wearing in of seats but very happy to be going. The fourth day is always good to have as a rest day.

What limits you after a week or two of riding is the weather and conceptions of what makes happy touring. Most tourers we've met over the years seem to average 100 kms. a day. But geography and attitudes will always vary distances. Flat country cycling will often see 160 kms. or more go by every day for weeks. Even when dropping in at every scenic lookout on the cliffs of the great Australian Bite that distance is easily

covered. Hot headwinds on the Nullarbor or anywhere west of the Great Divide may reduce the distance to 120 kms. You might even decide not to ride at all if you've come prepared to stop over en route between the east and west coasts.

Cycling is not a slow form of transport as such. It is not as fast as motorised travel but will get you as far as you wish to go given a little extra time. Its advantages are qualitative and as such may mean less road miles covered but more seen and more felt in the country travelled through.

You can compensate yourself for the physical exertion with frequent stopovers in hotel or motel accommodation or follow the benefits of cycling to the ultimate by finding the prettiest quietest natural campsites untouched by tourists and out of range of motor vehicles. A bicycle can be wheeled off the road or ridden kilometers if need be into the bush away from the invasive noises of traffic and so called civilization. Motorists can rarely enjoy such freedom in campsite choice or the opportunity of almost total isolation by following a creek or river bank where no vehicle can follow.

The less expensive accommodation and low travelling costs throw in the aspect of work. 'It's the hard way', or 'that looks like hard work' are the common cries of passing car drivers. Such a myth needs exploding. In our rush towards auto-dependence people have accepted a lie that cycling is hard

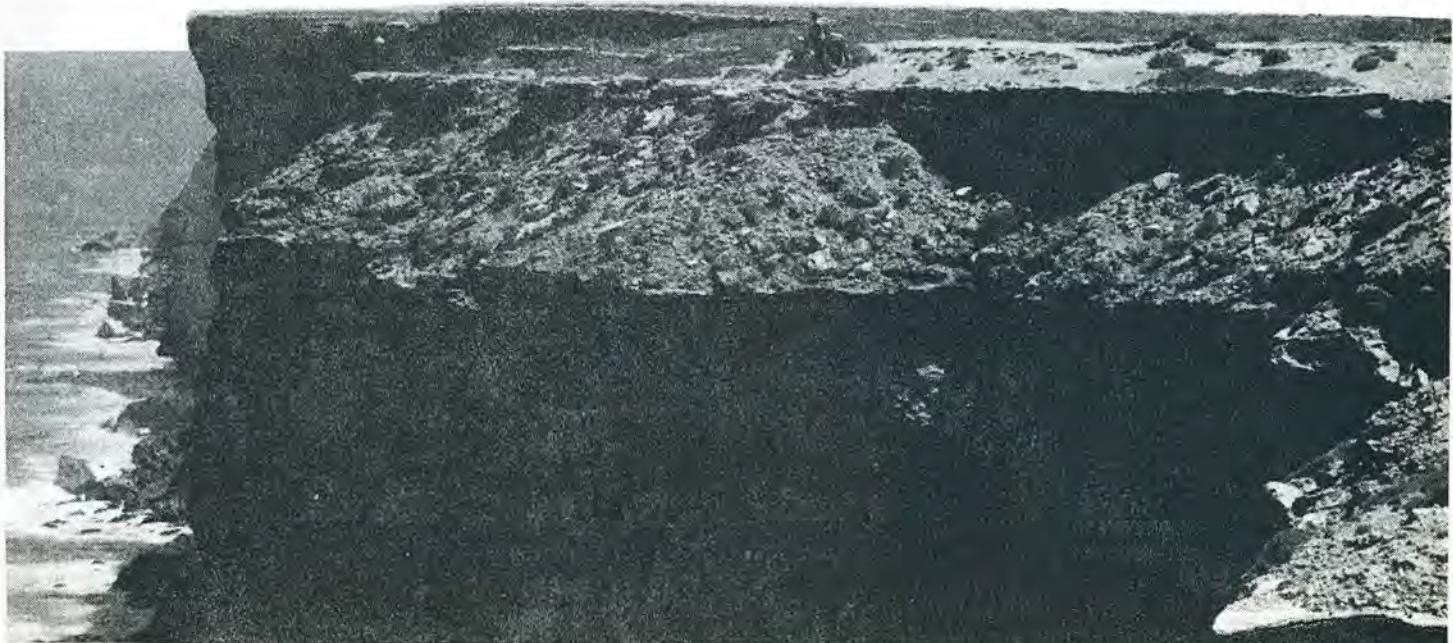
work. What people don't see is that working to pay off a car and to run it, is even more hard work. To work for a car has become everyone's first goal. But if a ten dollar part breaks down it can be a ton of trouble and pain, sitting in the middle of nowhere wondering how you'll get the thing home.

The number of hours worked for a car in a year can be staggering. So where is the hard work in cycling? The work place is in some of the most magnificent scenery on the planet. Its not behind a desk or next to a conveyor belt with screaming noises and toxic atmosphere.

I've never begrimed having to pedal up a steep hill. Too many benefits come out of it. You're fit. Your system is expelling all those poisons pumped into it through years of city living. You feel the hill, you feel the breeze, the sun, the road, the birds, calling from nearby. You can look over green valleys, or maybe into rainforests and down steep gullies to running streams. You are really *there*.

Disorientation and unease isn't only suffered in jet lag. There's a car and motorboke lag too. A person touring by car really needs at least three days in the bush to get the feel of it. To slow down to nature's pace does take time. Once you leave the city's limits and escape its tentacles of busy highways, you can feel the natural bush in all its intensity from the seat of your bicycle. You are here, alive and tanned and pedalling.

Bicycle and rider are dwarfed by 100m limestone cliffs.



You're Invited

Freewheeling Sydney to the 'Gong Bike Tour' '82

The First Annual Freewheeling Sydney to the 'Gong Bicycle Tour

This year's Sydney to the 'Gong Tour will take place on Sunday 21st November starting at Belmore Park (opposite Central Railway) at 8 am rain or shine.

The ride is sponsored as a community service by *Freewheeling* magazine and this year's ride marks the first of such events sponsored by the magazine throughout Australia in the coming years.

The course is over a varied terrain. Riders will travel through stark cityscapes, outer suburbs, eucalypt scrub and rain forest along the most spectacular coastal road in New South Wales to finish at Wollongong.

Riders will start and finish at Belmore Park opposite Central Railway and special arrangements have been made with the State Rail Authority to get riders and their bicycles back from Wollongong to the starting point.

All participants will be required to fill in the entry form opposite and sign the release provided. The cost for all riders is \$7.50 which includes Rail Fare for rider and bicycle back to Sydney, Information Brochure and Route Map, Commemorative Cloth Patch, Devonshire Tea at Audley and all mailing and handling charges. The cost for children, pensioners and students is \$5.50.

Riders Package

When you have completed the entry form and mailed it along with your cheque or money order you will be sent a rider's information package. This will contain the Information Brochure, Patch, Map and your official receipt. On the morning of the ride you will need to present your receipt at the *Freewheeling* stand in Belmore Park to pick up your return travel tickets.

The Route

The distance from Belmore Park to Wollongong is 85 km and our return train leaves Wollongong at 5.25 pm giving riders almost 9½ hours to complete the route. The event is a bicycle tour and is not a race, so participants will be encouraged to enjoy themselves and the wonderful countryside they will be travelling through. Not counting stops, the average speed needed to



Along the beautiful Lady Carrington Drive through Royal National Park.

complete the course is 9km/hr so even kids will be able to participate and enjoy the ride. However, because of the distance involved a minimum age limit of nine years has been set. If you feel this is unfair and are prepared to bear full responsibility for your under 9 year old child, please contact ride organizers to make special entry arrangements.

Safety and Breakdowns

The prime concern of the ride organizers is to ensure that all participants safely complete the event. Read and sign the safety declaration on the entry form.

Arrangements will be made to ensure that the ride has competent first aid staff travelling with support vehicles.

A travelling repair service will be made available and will deal with riders' mechanical problems. The main purpose of this service will be to keep bicycles on the road and moving.

A limited sag wagon service will be available only for justifiable needs (breakdown or accident). If you are simply tired you will receive last priority.

As this ride will be the inaugural ride of an annual event, participants will have the once only opportunity to get involved at the beginning. The special cloth patch will be distributed to participants only. Extras will not be available after the ride.

Personal Details

As the event is a day tour, it is expected that riders will be able to carry any personal gear and lunch etc they may bring along. No provision has been made to carry participants' luggage so only bring what can be comfortably carried on the bike.

A devonshire tea will be provided at Audley but riders will need to bring lunch or buy some along the route. The info sheet will list all shops and water stops. A lunch stop will be selected where riders can congregate and eat lunch together.

Registration

To participate you must fill in and sign the entry form and post to *Freewheeling* with your fee. Entries will close Friday November 5 and all entries posted after that date will be returned with refund. This year's tour will be limited to a maximum of 200 riders and even though this number is not expected to be filled, early action will ensure you a place if demand for entry is strong.

Volunteers.

A limited number of volunteers will be needed to assist ride organizers. Some will be needed to help out on the support vehicles while others will be needed for 'on bike' rider assistance. Only official support vehicles will be permitted to accompany the ride. The best idea is to leave your vehicle at Central and bike it instead. We think you will have a much better time that way.

Offers from volunteer helpers should be directed to Warren Salomon. Telephone 264 8544.

Freewheeling *Sydney to the 'Gong Bike Tour'82*

ENTRY FORM

Entries close last post on Friday, November 5.

Read this first

One entry form per person. Phone 264 8544 if you need more entry forms or use photocopy. Be sure you print carefully and legibly. All entrants under 17 must provide a signature from either parent or guardian. An emergency contact name and phone number must be provided. Please send cheque, money order, or fill in the Bankcard authorisation.

Please Print

Entrant's last name

Entrant's first name

Entrant's street

Entrant's locality

state

post code

Entrant's age years

Entrant's DSS Pension No
or Entrant's Student Rail Concession No.

Emergency contact's name.

*Phone number.

If you are 17 or under this section must be signed by your Parent or Guardian.

I certify that I am the Parent/Guardian of

. who is years of age and that he/she
has my permission to participate in the said ride

Signature Parent/Guardian

Declaration: (1) I, the undersigned, in consideration of and as a condition of acceptance of my entry in the event The Freewheeling Sydney to the 'Gong Bike Tour 1982 for myself my heirs executors and administrators hereby waive all and any claim right or cause of action which might otherwise have for or arising out of loss of my life or injury damage or loss of any description whatsoever which I may suffer or sustain in the course of or consequent upon my entry or participation in the said event.

(2) This waiver release and discharge shall be and operate separately in favour of all persons corporations and bodies involved or otherwise engaged in promoting or staging the event and the servants agents representatives and officers of any of them and includes but is not limited to Freewheeling Australia Publications, Ride Sponsor, National Parks and Wildlife Service medical and para-medical practitioners and personnel, police officers and shall so operate whether or not the loss injury or damage is attributable to the act or neglect of any one or more of them.

(3) I realize that not only is the integrity of the sport of cycling at stake when I ride the said tour, but also the lives and personal safety of myself and other riders. I will heed traffic regulations, listen to the advice of tour organizers and fellow riders, and help make the Freewheeling Sydney to the 'Gong Bicycle Tour a great event for all.

I have enclosed my entry fee of \$7.50 per person (\$5.50 child pensioner/student) by:

Cheque

Money Order

Bankcard

made payable to the Freewheeling Sydney to the 'Gong Bike Tour.

Signed (entrant). Date

Authorisation								
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Expiry Date				/				
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BUSH BASHING

Ian Taylor and Phil Ireland are 'seat of the pants' tourers. They say they have learned the hard way by getting on their bikes and pushing out onto rugged bush roads. Their type of touring might not appeal to the lightweight tar sealed crowd but they like to explore and cope with the unexpected.

Phil said, "It's up hill to Yetholme, and flat after that!" The itinerary involved riding east from Bathurst (600m elevation), along the Great Western Highway, climbing gradually for 25km to a village called Yetholme at 1150m. There we would take a road through the pine forests to Sunny Corner, turning onto a dirt trail called Eskdale Road. Then we would head north west through State Forest and the Winburndale Nature Reserve to exit to the Mount Horrible road for a downhill run to the one remaining building at Limekilns, a former hotel. The final thirty kilometres to Bathurst along the Limekilns Road would make it a 95km round trip. Planning on a 6.00 a.m. departure we would be home by 2.00 p.m.

We left home on a fine morning carrying adequate food and water, spare tubes and puncture repair kits, a few tools, sunburn cream and a Bathurst-Orange District Map, published by the Central Mapping Authority, and enough gear for an average day trip.

After a slow push up the first hill my bike was found to have a binding front brake and front wheel bearings out of adjustment, these we fixed as best we could at the roadside. At the Napoleon Reef turnoff, we gave up the Great Western Highway in favour of the old highway, which wound us through more peaceful and scenic tree covered hill country all the way to Yetholme itself. We had a long rest at

the petrol station there, and laughed, knowing full well that the rest of the way was flat.

After checking tyres and refilling our water supplies, we left Yetholme and headed down through the pine forest, freewheeling most of the way, great stuff, cool and fragrant with the eyes streaming in the wind. After Sunny Corner we hit the dirt road which was undulating before becoming quite rough and steep, just the stuff to test the ticker. I was starting to wonder where the flat road was. A gang of prisoners from the Kirkconnell Afforestation Camp who were working by the roadside, asked if we were lost. We said we didn't think so and rode off, followed by some acid comments, about what they thought of us. A roadside water tank at a deserted shack supplemented our stocks.

As the day was warming up to a late October boiler (and we were going through the water quickly), we were forced to fill up at every opportunity. Each of us carried a frame mounted water bottle with a Spanish wine bladder as a reserve tank. Between Sunny Corner and Limekilns, a distance of 30km, there are no towns or properties on which to rely in the event of mishaps or shortfalls.

Pushbike touring in pairs is, for us, an ideal way to travel. Finding suitable companions who travel at a similar pace and have a compatible temperament is difficult. We go through the day in conversation, joking and think-

ing, observing, all quite pleasant. When a large hill looms, we each strive to find the one joke that will make the other laugh so hard he won't be able to pedal. A bawdy ballad or two never goes astray on some of our cold early morning rides, some locals have had rude awakenings!

The road through the Nature Reserve was beginning to thin to two wheel tracks littered with sizeable rocks and pieces of wood which frequently flicked into our spokes. As there wasn't a spare spoke between the two of us, it would be a long walk to civilisation if the worse happened. The steering on my bike was beginning to loosen as a result of the uneven surface, it gradually worked it's way round to a "ten to four" position and had to stay that way as we didn't have a shifter large enough to tighten it up. There was a persistent grinding noise coming from the left pedal, there wasn't much left to go wrong!

It was dead quiet and literally miles from nowhere when we stopped for lunch among the eucalypts. For once there was an ample supply of food between us. Our strengths restored, fresh applications of sunburn cream, a quick photograph, and we were off again.

There turned out to be several forks in the track which necessitated long head scratching sessions. After taking guesses at several inter-sections we came upon Eskdale trig station. Looking at the map we found it wasn't shown at that scale, the track we assumed we were following was only a dotted line across the wilds. It turned out Phil was leading the way from the memory of a trip through this area two years previously in a

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(Where would you be without one).

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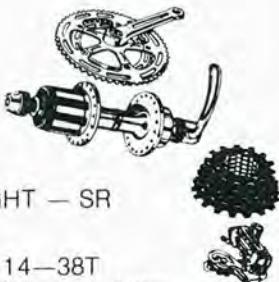
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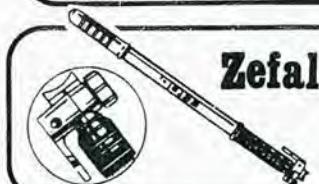
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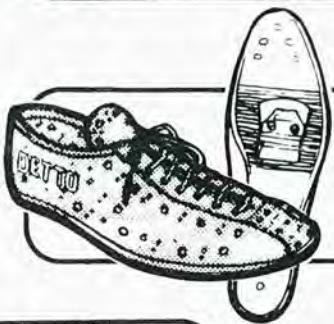
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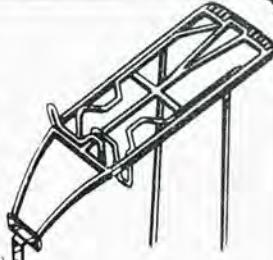
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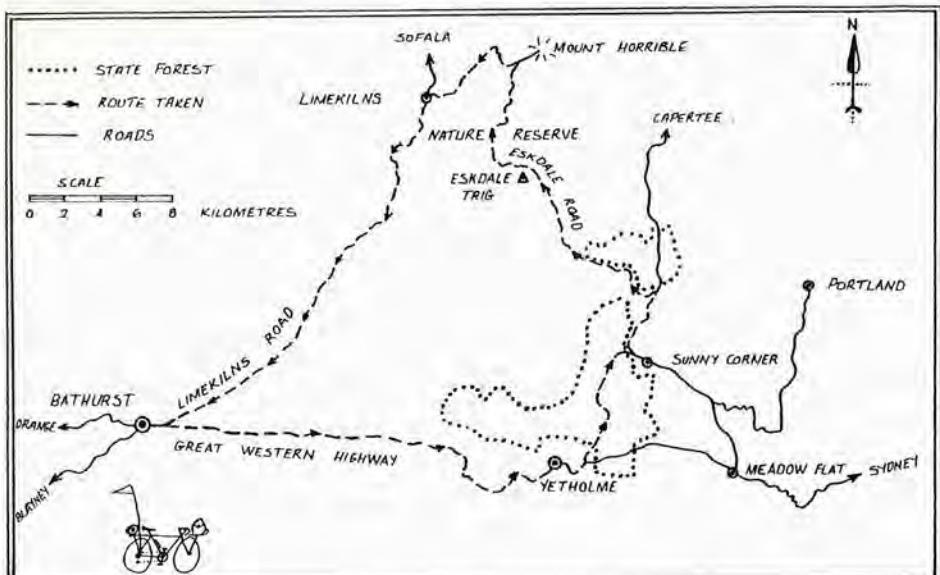
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four wheel drive! We weren't what you would call lost, but next time we will spare no expense with the maps. Phil's memory proved reliable, but it was two relieved cyclists who relaxed in the shade of the nature Reserve with the Mount Horrible road in sight.

Trees are one of the more useful features on the cyclist's landscape, there is no better place than the shade of a tree to sprawl full length, minutely examining and discussing every aspect of the scenery. The top of a hill is the best spot to start looking for a likely tree, one with comfortable

back and head support, no ants and lots of shade. When sufficient resolve is found to push on it is fairly easy to climb aboard and coast down the hill rather than face an immediate uphill ride if you have fallen for the shade of a creekside tree in hilly country.

Leaving our shade tree and coasting down the Mt. Horrible road was easy on the legs but hard on the hands applying firm pressure on the brakes to stop the bike getting away on the winding downhill dirt road. The hot sun began to burn, so the next shade stop at Limekilns saw a frantic search

through my panniers for the sunburn cream. Bad news here, it was gone, most likely after the panniers had shifted on the bumpy Nature Reserve track. The advent of sunburn and fatigue prompted us to decide to flag down the next truck that came by for a lift home, no truck appeared they never do appear when you want them, it's one of the rules, the *no easy way out rule*.

Needless to say, the Limekilns to Bathurst Road is 30km of up to the top of the hill, down to the creek, up the hill and down to the creek again country, not too difficult, but not welcomed at this stage of a difficult trip. As we topped the last hill there below was the Promised Land in the shape of the Kelso pub. Bathurst lay spread out to the slopes of Mt. Panorama beyond the town, all aches and pains were forgotten as we "poured on the coals" down to the public bar.

For me, the biggest disappointment is also the biggest reward. After a gruelling days touring, it would give me great pleasure to stop off at the country pubs along the way and have a cold beer. The first pub would be the end of the days riding however. So we resist the urge until the end of the ride, when we sit back, worn out, sunburnt, but on the end of a beer in the shade, to chew over all the events of the days ride, pass judgement on our efforts and plan the next escapade.

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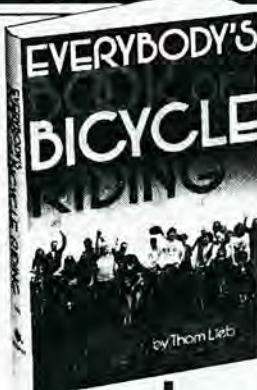
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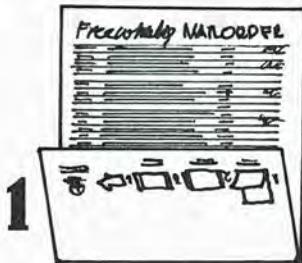
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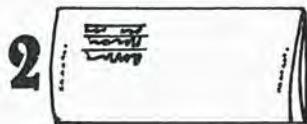
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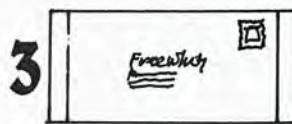
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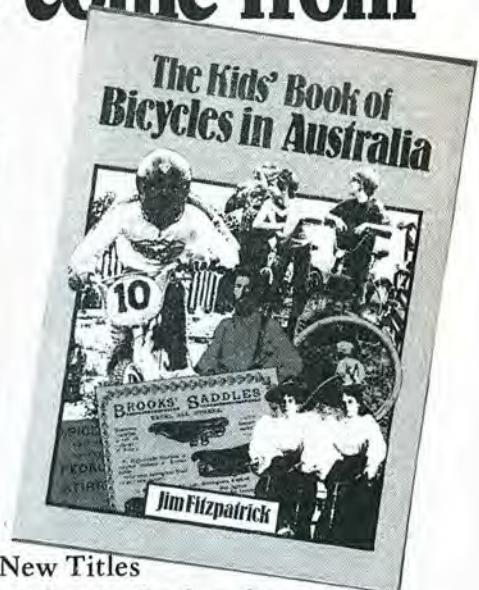
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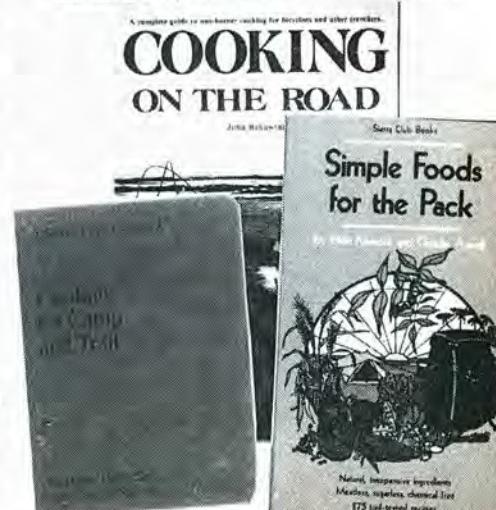
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The Kids Book of Bicycles in Australia by Jim Fitzpatrick, Oxford University Press. Stiff Cover.

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Cooking for Camp and Trail - A Sierra Club Totebook by Hasse Bunnelle with Shirley Servis. This book fits easily in pack or pannier and is a simple no nonsense guide to healthy outdoor eating and cooking. Meatless as well as meat recipes are included. The only section in this book not of any use to Australians is the one dealing with food and equipment suppliers. Sierra Club Books, Paperback, 194 pages.

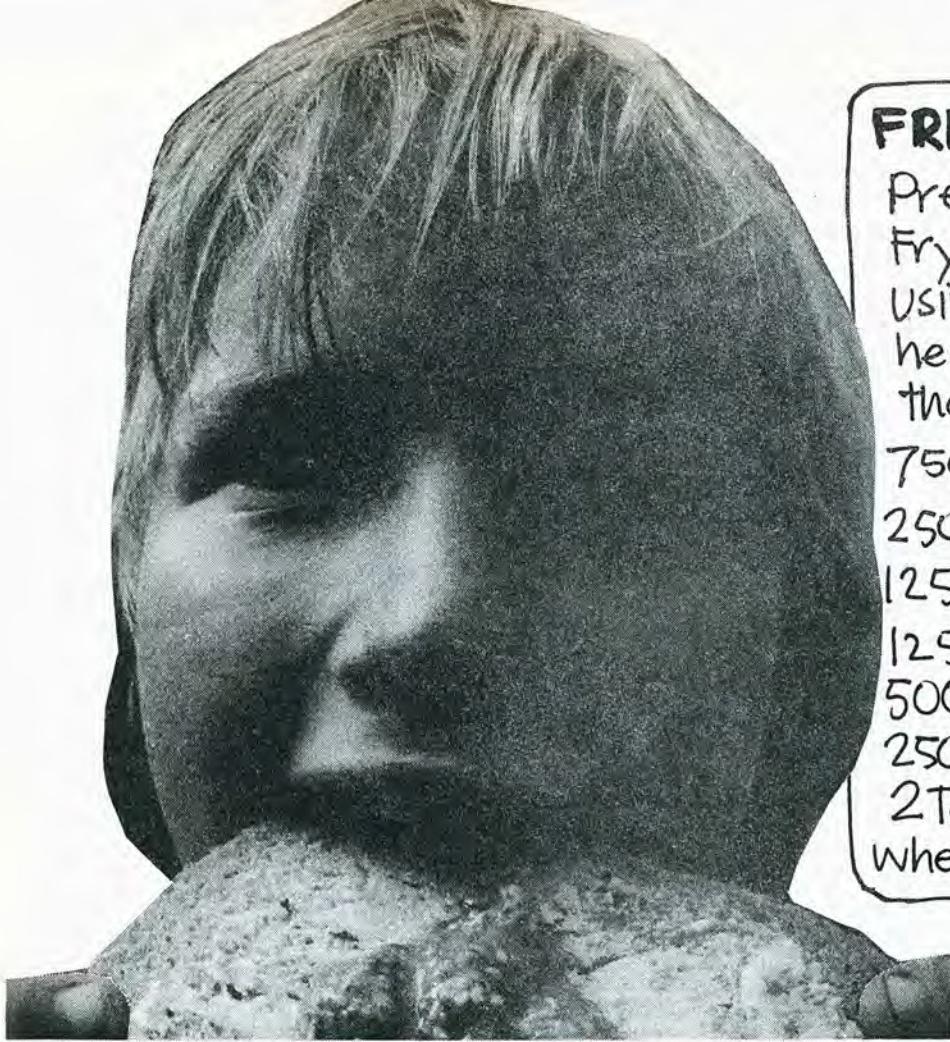
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FRIED RICE for 5

Pre cook rice (See text)
Fry the following in order
Using some oil over a moderate
heat (If the heat is too great
the rice will stick).

750g onions diced;
250g bean sprouts ;
125g chopped almonds ;
125g sultanas ;
500g brown rice ;
250g peas ;
2 Tablespoons Soy sauce ;
When all is mixed : serve



FOOD FOR TRAVELLERS

PART 2 EATING OUT

In our last issue, *Freewheeling* publisher Warren Salomon sampled the eat in diet for bicycle travellers. In this second installment he reveals the gourmet delights of eating out or cooking and sampling your own culinary treats under the evening sky.

Eating out on a bicycle tour can be more of a treat and more nutritional usually than eating at cafes and take aways; its just that you have to wash up afterwards.

If your idea of a holiday is to get out of the kitchen then maybe the eating out section of this guide is not for you. Personally I prefer a mixture of eating in and eating out. Cooking your own food requires a certain amount of planning and

preparation. Unlike Europe or North America the distances between towns is greater in this country so before you even cook your meal you have to work out when and where to buy the ingredients. Lets look at a typical travellers daily menu and then the planning requirements will become easier to identify.

The Eat Out Breakfast

I prefer the long drawn out traditional breakfast. Traditional Breakfast for five – ingredients:

- Tea or instant coffee;
- Fresh or prepared powdered milk;
- 2 eggs per person;
- 1 tomato chopped;
- 500g bacon;
- 2 slices of bread per person;
- 250g meusli or cereal;
- Jam;
- Butter.

I usually start with a pot of tea or cup of coffee to wake up properly. On hot days it is good to keep breakfast as short as possible so that an early start can be made to avoid riding in the heat of the day. This can be done by substituting the cooked portion of breakfast (bacon and eggs) with fruit, sandwiches, or prepared food from the night before. In such conditions you can ride until 11 o'clock and then rest over a long and hearty lunch until 2pm or when the temperature starts to fall. A large breakfast can often turn to rock in ones stomach. Quick energy food is better as it usually takes the body a few hours to convert food into usable energy.

For more leisurely breakfasts cook the bacon and set aside in a warm place after the excess fat has been drained off. To make scrambled eggs simply beat broken eggs with a little milk (fresh or mixed up powdered milk) until the mixture is a consistent colour. Heat a little butter in a billy or pan. Add the egg mixture when the butter is melted down and its foam has subsided. Constantly stir the mixture as it heats, making sure that the solidifying egg on the bottom of the pan is scooped up so that it does not stick or burn. When the egg mixture is set – that is when it has solidified – add the chopped tomato mixing all the time until it is heated through. Re-heat bacon and serve with eggs on buttered toast.

Other variations of eggs on toast are: French toast, egg in a hole, and omlette, but more of these another time. Eggs can be a problem to carry on a bike but if

packed carefully small size eggs will carry in the top part of panniers without breakage. Special plastic egg carriers are an improvement however cardboard cartons in which the eggs are usually sold will work well enough. Make sure you wrap them in a plastic bag just in case and store up the right way on top of some padded object in your panniers. Never buy large size eggs for travelling. Bacon packed in vacuum sealed plastic pack will usually last from one day into the next. The usual problem with bacon and eggs is that they involve a messy clean up.

Toast on a camp stove is a virtual impossibility unless you fry the bread. (Toasted cheese sandwiches are also a good day starter.) When cooking on an open fire use the red hot embers to cook toast over as flames will only burn bread.

My feeling is that if you are going to go to all of the trouble to cook your own food then it should be a treat not an effort or a bore. We all have our likes and dislikes. Finding supplies of some of the more interesting food items can often be the determining factor in what we eat.

The Eat Out Lunch – Find A Nice Spot

Lunch spots should be selected with a fair degree of consideration. Ideally a shady creek or water supply should be found so that the tea ceremony or billy boiling can commence. These days, fire restrictions and bans are so common during the hotter months I usually always carry a camp stove. It gives me a great feeling of

independence – I can now stop and brew up whenever I have enough water to fill a pot.

There is a bit of a knack in successful tea making. When tea is made back home boiling water is poured over tea leaves in a pot, the lid replaced, leaves allowed to settle and then poured. Billy tea reverses the procedure some what.

Firstly, the water is already in the pot and the tea is poured in on top of the boiling water. A good billy or pot will usually make tea stronger than say an earthenware teapot so don't throw that fist full of tea leaves in unless you can be guaranteed the first cup. The old rule of one teaspoon for each person and one for the pot works well enough if you like strong tea.

The knack is to use both hands. Tea in one hand, pot lifters in the other. The billy boils, in goes the tea, off comes the billy and all in one smooth motion. Practise it a few times and taste the difference. If the pot has a lid it will not be needed. Watch what happens. After a while the leaves, which have been sitting on top of the water, will suddenly disperse and fall to the bottom. Swinging the billy to settle the leaves is a romantic activity which is only compensating for a dud billy. If your leaves do not settle next time try a different pot. The purist will have a lovingly preserved special purpose billy, tanin stains in tact as a reminder of some good cuppas past.

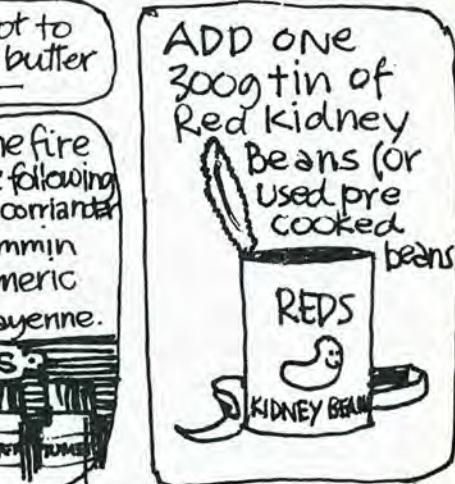
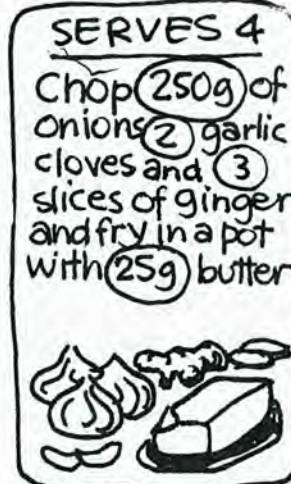
Once the leaves have settled you can pour your first cup. If you use lifters

pouring is easy. If you have a billy with a handle tilt the billy holding with one hand and pour through the handle at one side. This prevents to a large extent having to use two hands to pour. Slow careful pouring leaves the leaves neatly on the bottom and the tea leaf reader in your party can read the groups' fortune all in one hit. So much for the tea ceremony.

Lunch can be an excuse for a good picnic. It can be as elaborate as you prefer.

Personally I prefer to keep food simple and wholesome. The open sandwich combines both approaches. You can make them with the most varied combinations of topping yet they require no elaborate preparation.

Rather than use bread if fresh wholemeal bread is unobtainable, Swedish type rye crisp bread makes a sound base for the open sandwich. Kids prefer vegemite or peanut butter toppings on their own, while adult taste varies from cheese and tomato to cream cheese and pickle. Try sardines, onion and tomato with lettuce parsley or pickle as a garnish. Experiment, try your favourites separately or all of them together. Whatever you do just remember you are only limited by the store you shop at (interesting cheese is often a rarity in the country) or what you can comfortably carry. Liquid refreshments can also vary. Instead of powdered milk in tea try a squeeze of lemon in black tea. Water can also be flavoured with lemon cordial or fizzy powders like



fruit saline, sal vital or staminade. These can give you a much needed lift during the heat of the day.

The Eat Out Dinner – Not Boiled Rice Again!

Six thousand million Asians can't be wrong; rice is a wonderful staple. It makes an ideal accompaniment to any cooked dish and can with additions be a meal in itself. Try this suggested dinner menu:

Vegetable casserole Italian Style with mixed boiled brown rice and brown lentils as an accompaniment. Pasta can easily be substituted for the rice and lentils. Cooking Vegetarian food comes easily on a bike trip simply because without a refrigerator meat is a problem to keep. Meat for an evening meal can be bought during the day and can be used for an evening meal but it won't carry over more than 12 hours. Pre cooked and preserved meats like ham or salami will however, and so can be less of a problem.

For this dinner you will need two cooking pots. In the case of open fire cooking, both dishes can be cooked at the same time while for the one burner gourmet you will need to cook the rice and lentils first and then cook the casserole next.

Brown lentils because of their larger size need a slightly longer cooking time. You can overcome this by cooking the rice longer or by first cooking the lentils for a while before adding the rice. The no drain method of rice aims to cook the

rice so that the water is absorbed and thus all of the nutrients are retained.

Start by pouring the rice and lentils into cold (or hot) water so that they are covered by at least 3 to 6 centimeters of water. Boil the rice *without stirring* until the water is gone from the top of the rice and miniature craters have been formed by the bubbling water. Test the rice and lentils at this stage and if they require more cooking add water to two centimeters above the level of the rice. When the water has been reduced to the top level of the rice again reduce the heat under the pot and place a lid over the pot to retain the steam. This steaming should proceed until all of the liquid has been evaporated off. Rice done this way will not be gummy or need washing. Care is required at this point to see that the rice is not burnt. Put this pot aside in a warm place while you prepare the main dish.

The important ingredients of an Italian style vegetable casserole are onions, tomatoes, fresh or dried basil, dried oregano, salt and a large pinch of sugar.

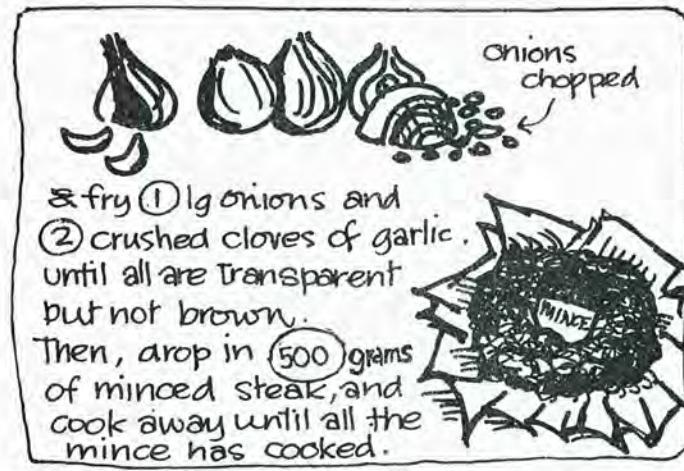
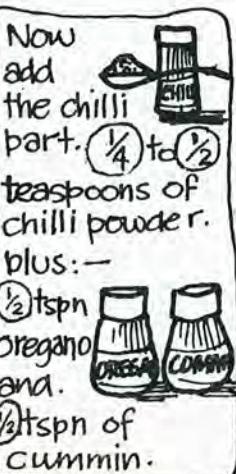
To this basic list can be added all or combinations of your favourite vegetables. Mince meat can also be added to create a very nice bolognese sauce for pasta accompaniment.

Start as always by frying in some butter or oil the chopped onion. When the onion has become transparent but not quite yet browned add two large chopped tomatoes or the chopped contents of a can of whole tomatoes. When this has reached a boil remove from heat and add

two teaspoons of dried basil (or 2 tablespoons of fresh basil chopped finely) one teaspoon of oregano, a large pinch of sugar and salt and pepper to taste and two cloves of garlic finely chopped. Back on the heat stir in the herbs thoroughly and add additional vegetables. Potatoes and carrots require lengthy cooking so you should add these before softer vegetables like capsicum which can be added last to prevent their crispness being spoiled by overcooking. Cook at below boiling (simmer covered) until all vegetables are cooked through. Serve over rice and lentil mixture. Serves approximately four persons. Once again bread and tea or coffee make ideal accompaniments.

The Eating Out Kitchen – What To Take

Firstly a good cook always carries a sharp knife. Cutting boards which also double as pannier stiffeners can be bought or made from waterproof three ply. A cutting board often means the difference between getting your ingredients all over the ground and a civilized preparation to a well cooked meal. Herbs and spices, the essential ingredient for all gourmet meals on the road, can be stored and carried in small containers like sealable salt and pepper shakers or plastic film cassette containers. (Ask at your photographic shop they usually throw them out.) A spoon for stirring should also be the one for eating with. Pot lifters can make the difference between food eaten

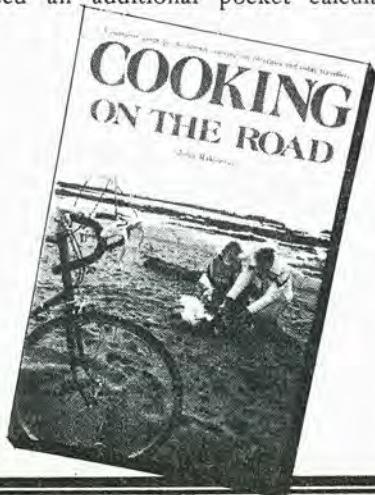


or food lost due to spillage. The Trangia metho stoves have well designed pots and matching lifters complete with heat dispersion holes drilled in the handles. As a system stove the small or large cook set will cope with individual or group requirements. A survey of the range of camp stoves suitable for bicycle travellers will appear in a future issue of *Freewheeling*. Apart from the Trangia there is also the petrol Optimus stoves and the bottled gas stoves with refillable containers or disposable aerosol cans. Each of these types of stoves has its devotees but the Trangia is the only one which comes with a 1.5 litre kettle which is big enough for 4 medium cups of tea plus maybe a second cup each. Carrying the fuel securely requires a proper fuel bottle if you want to avoid problems with the store shelf container. Petrol for safety's sake must be carried in a properly sealed fuel container such as an aluminium Sigg bottle.

For cleaning dirty plates and dishes a nylon pot scourer and hot water will do the trick. If soap is needed to cut through grease then a cake of unscented soap to lather up the scourer is all that should be needed.

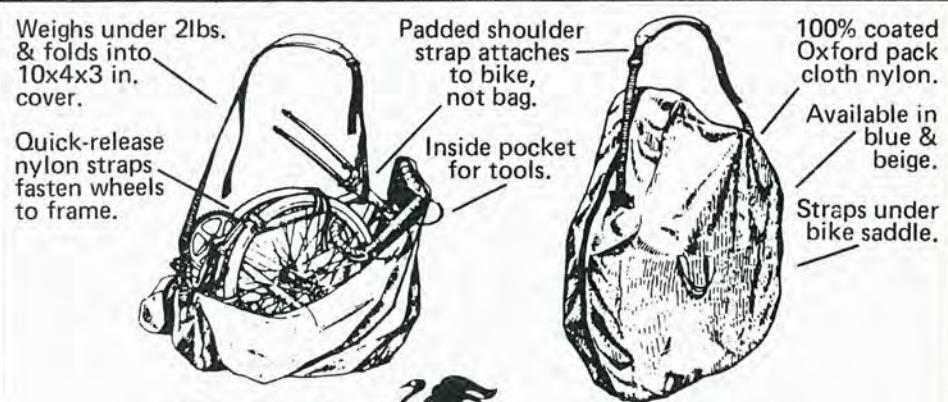
All of this is only written as a primer to the joys of outdoor cooking. For those wishing to read more and increase their recipe file I could recommend highly the only book written so far for the gourmandizing bicyclist. Titled *Cooking On The Road* by American author John Rakowski the book describes in great detail what has only been outlined here. Though it was written for the North American cyclist it easily translated for use here. His recipe section is highly recommended and written with the requirements of the outdoor cook firmly in mind.

John Rakowski is a veteran world bicycle traveller and this shows in the range of ethnic cuisines he has drawn from in making his recipe list. The delicious cooking without meat section is proof that vegetarian cooking is neither bland nor boring. And for those of us who own volumes of cook books written with imperial measures will immediately find this book written for them. There are no metric conversion for the moderns, those of you who cook in metrics will need an additional pocket calculator.

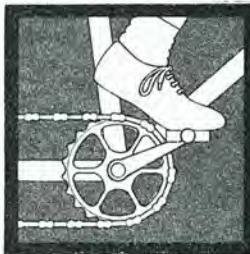


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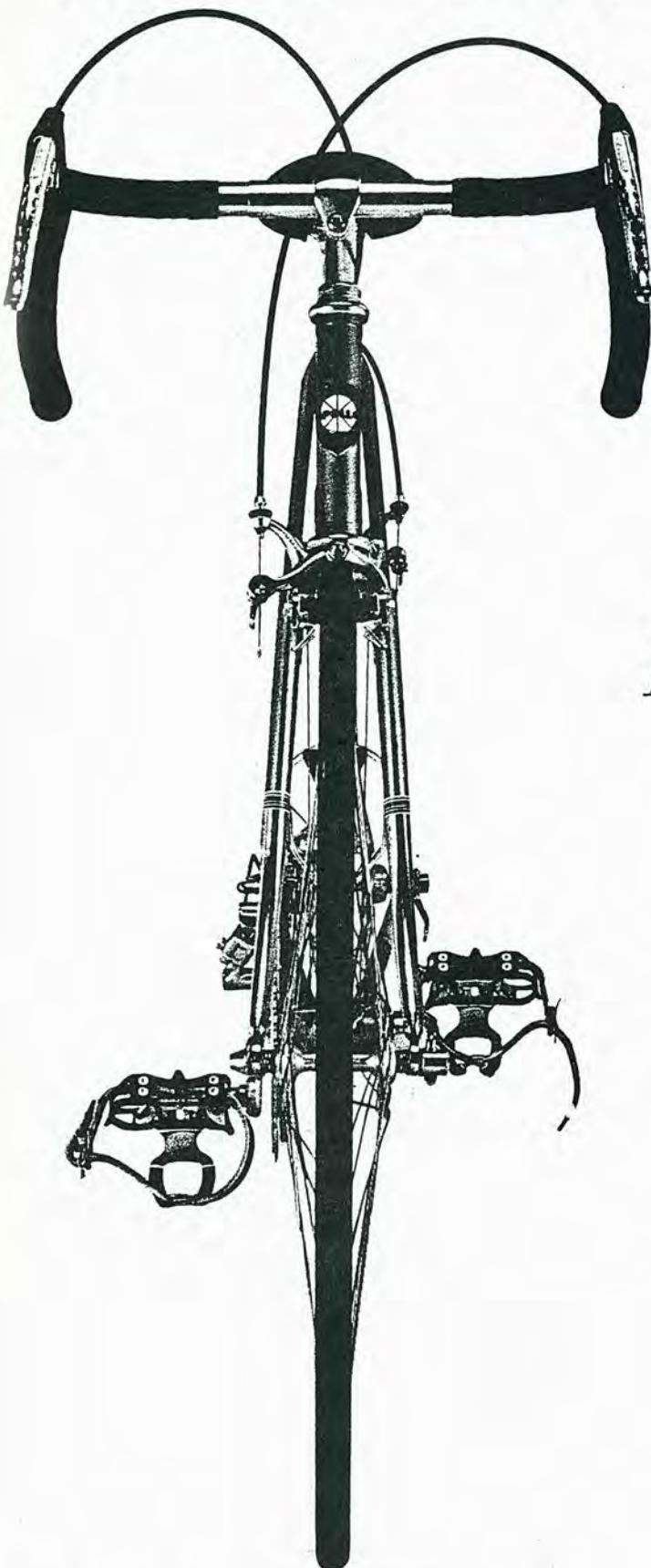
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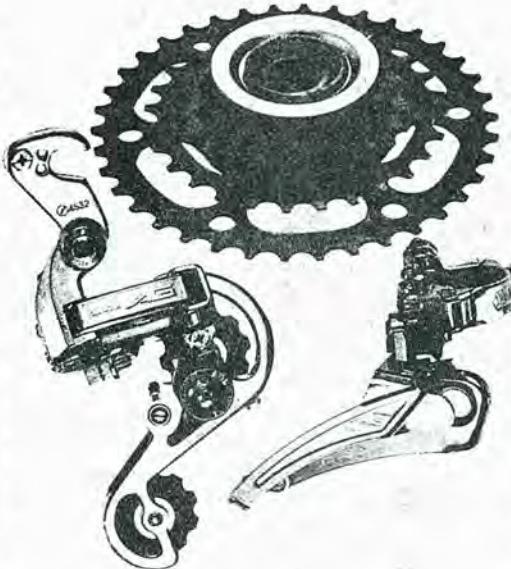
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A Night on the Road

SunTour gears and subscriptions to be won in this new competition

Among the qualities a cyclist needs is resourcefulness. Maybe you have to fix a bike in pouring rain, probably with few tools or spares; maybe you have to cook yet again a meal with the limited supplies that some parts of the world have to offer; and maybe it is necessary to sleep in strange places because the daylight has run out or the weather does not allow further cycling.

It is sleeping in unusual places that is the subject of this competition. We want you, the reader, to write in about your most unusual sleeping place, where-ever, for whatever the reasons. If you have a photo of your "night out", all the better, send it also. (Enclose a self-addressed stamped envelope for the return of photos.) The story



can be in any format you like, but no more than 500 words please, preferably typed and double-spaced.

The staff at *Freewheeling* will be the judges and we will publish the best stories in Issue 18 (January). We have asked Rosemary Smith to give us one of her unusual overnight stops, by way of example. She has also agreed to help in the judging of the competition.

The winner will receive a SunTour AG touring gears ensemble (cluster front and rear derailleur) and all published entries will receive a two year *Freewheeling* subscription. Pens ready? Get your story going. Send it to Night Out Competition, *Freewheeling*, P.O. Box K 26, Haymarket, 2000. Entries close November 30.

A Night on the road in Mexico

Baja California, September 1980. It was getting late in the day, the sun thankfully was losing its heat and would soon set. Our food supplies were down; John and I had not seen a store for a few days. A ranch was marked on the map not many miles down the road. We aimed for it, hoping that it had a small cafe attached to it. Our luck was in, the ranch did have a cafe.

We parked the bikes and had a look around the house, bigger than most we had seen so far. For some time, I had been nervous about sleeping in the open, so I suggested that we ask permission to pitch our tent in the backyard. John made our request in faltering Spanish, with some help from my sign language. Though the Mexican took a little while to comprehend our request, and to get over his amusement at it, his reply was "no problema". He left us to choose our own spot but soon scurried back when he saw where we were to pitch our tent. He vetoed our position, "peligroso, vipers, vipers", he said and pinched my hand to simulate a snake biting. He insisted we put up the tent under the awning at the back of the house. We left the work till after dinner.

It was dark by this stage, but still very warm. After a cooling beer, we

ordered our meal and became adjusted to the darkness. The only lighting, one kerosene lamp, was in the kitchen where mama was cooking our meal. The three small girls in the family, whose ages ranged from five to eight, overcame their shyness and joined us. Like so many Mexican children, they rarely smiled, life seemed a serious business to them. They entertained us with songs and poems they had learnt at school while a proud father feamed over them; it was wonderful to him that his children were getting an education.

The kerosene lamp was given to us while we ate our meal, mama had to

cope in the now dark kitchen. Mexico is not renowned for its gourmet cooking, and this night was no exception — the inevitable and tedious beans and tortillas, a small salad, and eggs in a very hot sauce. We continued drinking beer, in preference to either coca cola or highly-suspect water. Worth waiting for though were the marinated and spiced dates, recently picked from a local palm tree.

If we had come in the following evening, we would have had meat, because next morning, we were to watch the local butcher skilfully slaughter a young bull not five metres from where we were having breakfast. It certainly was not to help my digestion, but soon I was to watch the butcher at his work as dispassionately as the children.

To return to our evening, the girls came with the dates, and followed me around for the rest of the evening, everywhere. They observed more than spoke now as we put up the tent under the awning, but they brightened up when we let them into the tent. Finally they were called inside by papa, it was school the next day.

We brewed some coffee. For a country that grows its own coffee, it amazed me that cafes served the instant stuff almost exclusively. By the time we retired to our sleeping bags, the rest of the house was quiet. Except for the dogs. Mexican dogs never sleep at night, damn them!



World Bike Ride Update

The World Bike Ride, those intrepid cyclists who have pedalled from Melbourne north into Queensland for the cause of world peace and nuclear disarmament, have reached Darwin. In her third and final installment *Stephanie Pillora* recounts their progress to date.

"Where are we going? Darwin!"

For so many months Darwin has been the foal of the World Bike Ride, and we have arrived. With a police escort we rode into the centre of town to be met by a cheering crowd. We were forty strong and we had made it. We'd made the 6,000 kms from Canberra where we'd left in March. Our jubilation was irrepressible.

I was reminded of the day we rode into Townsville, the halfway mark of the journey. A hectic three weeks of activity had commenced there with a similar welcome in the mall. Towns-

ville wasn't new to the issue of uranium mining and nuclear energy. Controversy over Minatomes' Ben Lomond mine, only seventy kilometers away, ensured that. The press covered the activities of Woobera (World Bike Rides' adopted name) nearly every day. The focus ranged from our protest over the mine to tree planting with the mayor. As well as learning about uranium mining first hand, we also learnt about the oppression of aboriginal people first hand, from those we met. We were saddened by the appalling state of land rights legislation in Queensland.

There was a lot of work with the Ride itself, in preparing for the desert crossing, purchasing trailers, water containers and spare parts, ordering bulk food, organising fruit and vegy deliveries, printing leaflets and so on. We also took the chance to clean and repair our bikes. The backyard of the place we stayed looked like a bicycle workshop at times!

As the weeks slipped by we were

itching to get back on our bicycles and out into open spaces again. The first day out on our way to Charters Towers we were confronted by head winds, but even that couldn't dampen our enthusiasm at leaving. We were covering 80 - 100 kms per day, as towns were few and far between. Our fears of the 'desert' crossing were unfounded. We had no problems with water supply, there were trees on most sections of the journey, the roads were good, and we weren't troubled by snakes or spiders. As one grazier told us, "you couldn't pick a better time to travel across here". However we weren't fully prepared for the freezing nights... or for the flies at Barry Caves! Our mosquito net was the only place to escape them on our rest day there.

Our camps in the bush were greatly looked forward to, not only to rest and eat at the end of the day, but also to relax and talk around the fire. It was an important time to reflect and discuss the issues we were riding for. Waking up within four walls could

You also need to walk!

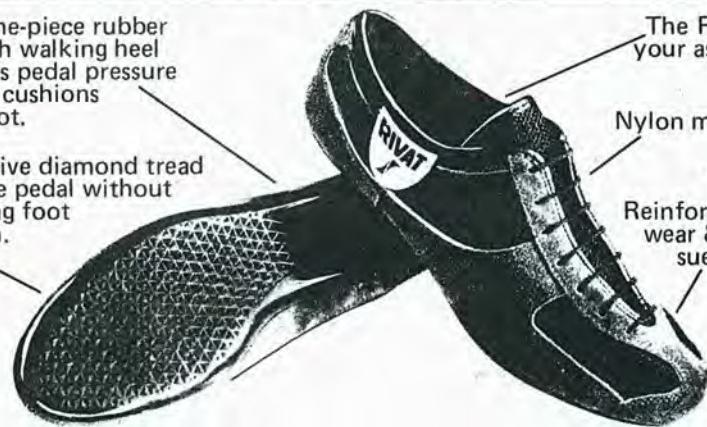
Rigid one-piece rubber sole with walking heel disperses pedal pressure while it cushions your foot.

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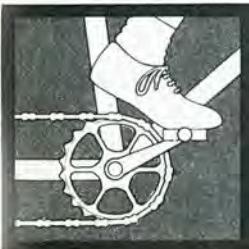
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PEDLAR

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The Directory is a list of people who offer simple hospitality to touring cyclists. Anyone on the list can stay with anyone else on the list.

Cyclists who use the Directory are asked to write or call in advance. They are urged not to drop in unannounced.

The first Directory has been sent to everyone in it. The next one will be printed in the summer.

To be listed, please send me your name, address and phone number(s). An indication of where you live (e.g. 35km SE Canberra; 5km W Sydney GPO) would also help. Enclose a self-addressed stamped envelope for your copy of the current Directory.

The Directory is printed and distributed privately and a small donation to help defray costs would be appreciated.

Rosemary Smith
11a Edward Street,
Balmain NSW 2041.
Phone (02) 82 1478

never be the same as waking up to the rising sun and the sounds and sights of the bush.

We were relatively untroubled by bike problems. The riders with frequent punctures and broken spokes may not agree! It was comforting to know that there was always someone else behind you to lend a hand in case of difficulty. Our only spectacular accident was one cyclist who came off on a very steep downhill ride approaching Mt Isa. He was taken to hospital by the ambulance from Mary Kathleen Uranium . . . just one of the ironies of the journey.

Tours of both Mary Kathleen and Mt Isa mines provoked many questions. Mary Kathleen closes down this year. How can the containment of their dry and liquid wastes be guaranteed? The management could not answer these questions.

The day we left Mt Isa I remember perfect cycling conditions, — strong tail winds, undulating country, beautiful scenery. Two riders reported covering over 70 kms in two hours!

There were occasions for celebration. The border crossing into the Northern Territory was one of these. Music, dancing, Helgard's birthday party, and a group photo marked the occasion. It was amazing what food supplies could be brought out of pantries at times like these.

As we progressed on our journey into the territory, we had increasing contact with aboriginal people. We showed our film 'On Sacred Ground' to a number of communities, and made many personal contacts. We were told of the racism in these parts and it was no myth.

As we got closer to the end, our food supplies dwindled. Living on muesli and lentils tested the most stalwart riders. As on so many occasions before, our need was met. One of the few truckies who had sympathy for us, donated us a load of fruit and vegies and 100 dollars. The day after our muesli ran out, he brought us food for breakfast down from Darwin. He was just one of the truly generous people who helped us in our journey.

The days became much hotter as we progressed north and people got very tired. Our stay in Katherine was a good chance to rest and to prepare ourselves for Darwin. With the help of friends in the environment movement in Darwin, we were able to muster our energy and make sure that our arrival here was the significant event it was.

Darwin has meant changes for Woobera. Members have left already, others are preparing to leave for Japan to continue the World Bike Ride there, and the remainder are working on peace issues in Darwin. The response here has been most encouraging. Despite major setbacks to the cause



over the Ranger agreement and the go ahead for B52 bombers, there are still many people here who are not happy with Australia's contribution to the nuclear fuel cycle and America's defense system. The struggle goes on.

It is a much smaller group who are continuing the World Bike Ride in Japan, but it is going on. We await news from the group as they join with the Japanese peace movement for Hiroshima day commemorations.



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BICYCLE GEARING EXPLAINED

All About Chainwheel Sets

As anyone who has ridden a bicycle will know, the reason for having gears is to help you ride up hills without having to get off and walk. They also help you pedal down slight inclines, over wide plains and into headwinds.

The purpose of having a multi-speeds is so that you have enough gears to be able to choose the right one for each riding condition encountered.

Bicycle gear technology makes the human body into a wonderfully efficient means of propulsion.

The gearing arrangement on a modern ten-speed works by transferring the circular pedalling motion of the feet to the road via the pedals, cranks, chainwheels, chain, rear sprockets, hub, spokes, rim and tyre. All of these

components play an important part in keeping you moving efficiently.

Early bicycles had mostly fixed wheel mechanisms. That is to say that they had no way of separating the pedalling motion from wheel motion. When the speed of the bicycle became too great the rider would have to remove feet from pedals and usually hope for the best.

A big break through came with the invention in the late nineteenth century of the freewheel which finally allowed the rear wheel to rotate without dragging the pedals with it. Bicyclists could now sit back and enjoy a long downhill run and not worry how they would ever get their feet back into those whirring pedals.

Following on the invention of the

freewheel came the appearance of the multiple sprocket freewheel and the derailleur chain shifting mechanism. This simple but ingenious device was invented in France in 1908 but had to wait until the latter half of this century before achieving mass production.

The first freewheels and derailleurs were crude devices which only vaguely resembled today's light weight models. Early chains were heavy and required much force to shift them from sprocket to sprocket.

It was probably the combination of a new narrow chain made to match an equally narrow multiple sprocket freewheel which made possible the now popular ten-speed gear arrangements. This combination has more than ever made the bicycle a truly go anywhere machine.

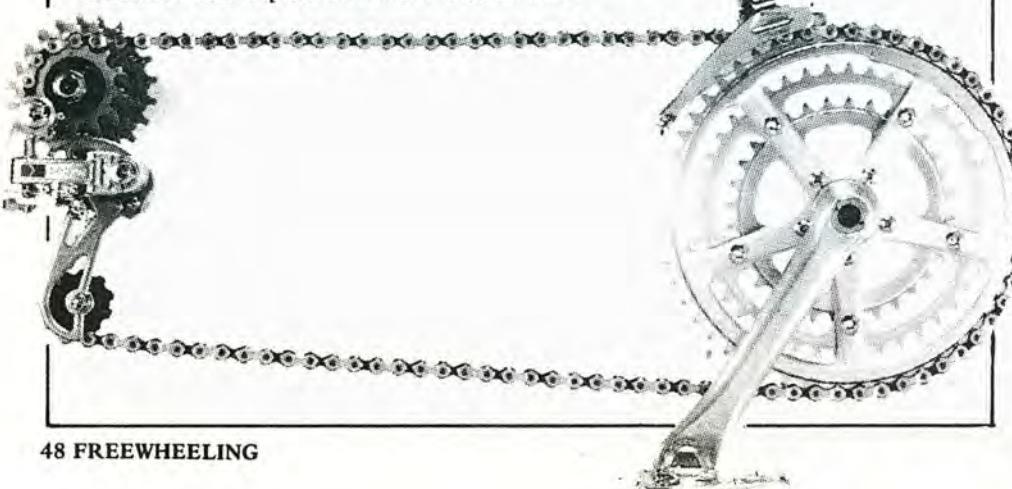
Some Gearing Basics

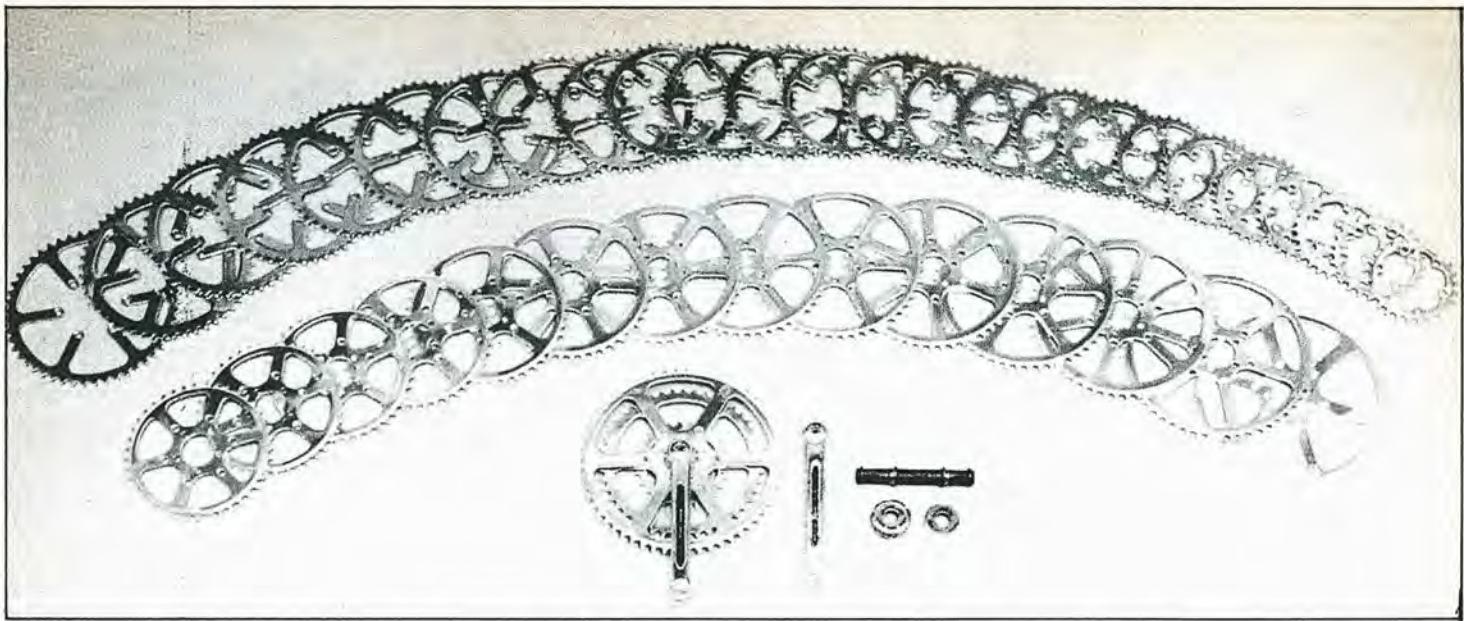
The chain is a ribbon of steel which transfers the circular pedalling motion of your feet to the back wheel and the road.

The chain meshes into the front and rear sprockets. On a ten-speed bicycle the pedals and crank's are attached to two large sprockets or chain wheels. These are aligned with five sprockets on the rear wheel.

A larger sprocket on the front moves the chain further and spins the back wheel faster. Therefore the larger chain wheel is usually called the top, high or hard gear. It is always on the outside of the chainwheel set.

The gear transmission set up for 18 speed.
Shimano Deore triple chainwheel and derailleurs.





On the rear sprocket the *reverse* is true. Because the larger sprocket takes more chain to move it around it is usually the low, bottom or easy gear.

The front derailleur is the mechanism which moves the chain from one chainwheel to another, selecting high or low range.

One of the first things a new rider will be able to notice about ten speed gearing is the amount of overlap of the gears. By studying the gear ratio chart of a common ten-speed arrangement this is easily seen.

14	17	20	24	28
52	100.3	82.6	70.2	58.5
40	77.1	63.5	54.0	45.0

This chart gives the gear ratios for an average ten-speed. These ratios are calculated by dividing the number of teeth on the front sprocket by the number of teeth on the rear sprocket and multiplying the result by the wheel size. In the case of the top gear $52/14 \times 27 = 100.3$.

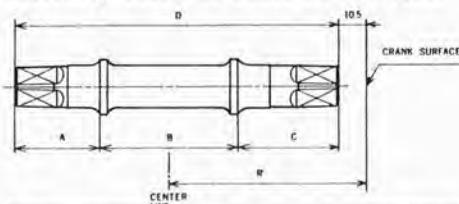
For lightweight bicycle touring the low gear on this configuration should be adequate. A high gear of 100 will usually suit most riding conditions. For long distance heavyweight touring a much lower gear in the vicinity of 27 (or 1:1), will be needed, but more of this at a later date.

The two ways to obtain a lower gears (or a higher one for that matter) are either to alter the size of the front or rear sprockets. Often it is far

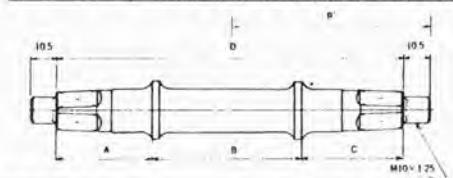
cheaper to do the latter especially if an alloy chainwheel set is fitted to the front.

Chainwheels

There are three types of chainwheels currently fitted to bikes sold in Aust-



B.B. WIDTH	CONSTRUCTION	MARKING	A	B	C	D	R'
68mm	SINGLE	3N-B	32	52	36	120	72.5
	DOUBLE	3S-B	32	52	37.5	121.5	74
	3T-B	32	52	39	123	75.5	
	TRIPLE	3U-B	32	52	40.5	124.5	77
	3R-B	32	52	42	129	78.5	
	SINGLE	5N-B	32	55	35	122	73
70mm	DOUBLE	5S-B	32	55	37.5	124.5	75.5
	TRIPLE	5U-B	32	55	40.5	127.5	78.5



B.B. WIDTH	CONSTRUCTION	MARKING	A	B	C	D	R'
68mm	SINGLE	3P	32	52	35	119	71.5
	3N	32	52	36	120	72.5	
	3SS	32	52	37.5	121.5	74	
	3S	35	52	37.5	124.5	74	
	3T	35	52	39	126	75.5	
	3U	35	52	40.5	127.5	77	
	3R	35	52	42	129	78.5	
	SINGLE	5N	32	55	35	122	73
	DOUBLE	5SS	32	55	37.5	124.5	75.5
	5S	35	55	37.5	127.5	75.5	
70mm	DOUBLE	5T	35	55	39	129	77
	5U	35	55	40.5	130.5	78.5	
	5R	35	55	42	132	80	

The wide range of replacement rings for the TA Chainwheel.

alia. The cottered type, the cotterless type and the one piece or Ashtubula.

Until the advent of BMX this latter type was almost unheard of in this country though in the USA it is commonly found on many types of bikes.

The cotterless type has achieved widespread popularity and extensive use since the development of lightweight aluminium alloys. Except in certain rare cases this type almost always has alloy crank arms though on cheaper models the chainwheels are often steel.

The lowering of the price of alloy materials due to mass production has made the alloy cotterless crank standard equipment on the majority of new bikes sold.

Alloy Cotterless Cranksets Explained

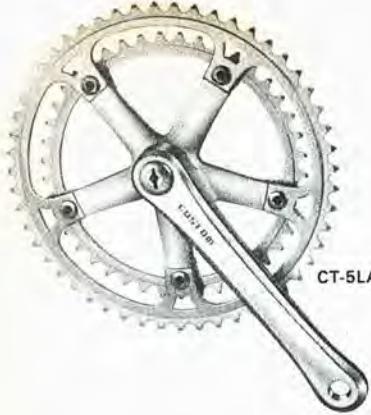
As its name implies this crankset does not use cotter pins to fix to the crank axle. Instead it uses a specially machined tapered square hole which matches to the square taper of the bottom bracket axle. The crankset is drawn on and fixed to the axle by bolt arrangement on the axle. There are usually two axle types and two different taper angles.

Because the crankset is tightened onto the tapered axle a special puller tool is usually required for removal,



BOLT TYPE BOTTOM BRACKET SET

NUT TYPE BOTTOM BRACKET SET



Three SR Chainwheels sets each with different ring bolt centres

the exception being some newer Japanese models. These feature a captive fixing bolt (usually a recessed (allen) hexagon key type) which pulls the crank arm off the tapered axle when the bolt is unscrewed.

In order to align the front chainwheels with the rear sprockets, axles of differing length need to be used for double or triple chain ring combinations. Axle lengths have to also conform to the two common widths of bottom bracket shell fitted to bike frames. The most common being the 68mm width with 70mm shell width becoming less common nowdays.



CT-5RG



CT-5TG

Interchangeability

There are two basic types of alloy chainwheel sets, those with replaceable chainrings and those with fixed rings.

Fixed ring types are usually found on lower priced bicycles. They have the disadvantage (in the long term) of needing full unit replacement when the rings wear out. Having a larger number of teeth on chainwheels tends to spread the wear so a front chainwheel should easily outlast three sets of rear sprockets. The only thing which shortens the life of crank arms is their removal and reassembly. Each time the crank is forced back onto the taper the alloy metal inside the crank arm compresses and the crank sits further onto the axle. Eventually the crank will rub against the frame and the chain alignment will be way out of

adjustment and either a new crank or longer axle will need to be fitted.

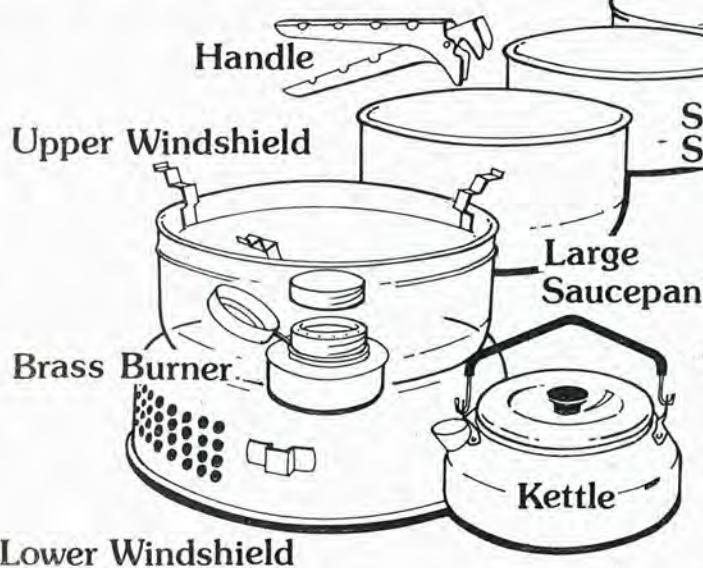
Unless the crank arm is sufficiently tightened onto the axle, the process of crank wear takes considerably longer than the normal wear of the chain on chainwheel teeth. Theoretically a crank arm should outlast at least 5 or 6 sets of chain rings.

On the cheaper one piece types where replacement cost is low, the short term cost comparison may favour complete unit replacement.

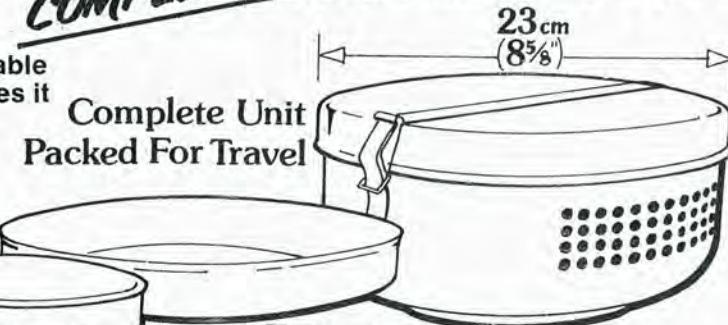
The biggest disadvantage for the users of this type of crankset is in the limited range of chainwheel sizes manufactured. Cranks with replaceable rings offer a large selection of ring sizes all available locally. Fixed chainwheel types are limited to sizes and types which are usually fitted to popular bicycle models.

TRANGIA

Made in Sweden from high quality materials, the Trangia stove is a complete cooking system suitable for indoor or outdoor use. Its unique design makes it ideal for outdoor use even in the worst weather conditions: it goes faster outside: all other existing stoves go slower.



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- The Trangia cooking system is extremely stable. Because the main saucepans, or kettle, sit so low inside the stove, it is possible to move to different positions with little risk of spillage. It is impossible (almost) to kick over — great for youth groups!

- Being both lightweight and compact, the Trangia stove is a most practical choice for all outdoor recreational uses.

Note: There are four Trangia models, reference numbers 25, 25K (with kettle), 27 and 27K (with kettle).

Model 25K is illustrated.
Dimensions: Models 25 & 25K: 23 cm x 11 cm.
Models 27 & 27K: 19 cm x 10 cm.

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This means if you wish to experiment with your gear ratios you can only do so by using the fully interchangeable type.

Crank Length

When choosing an alloy crank set you sometimes have a choice of crank arm lengths. The most popular size being 170mm. A person of average height should find this the optimum length. Taller people 6 foot and higher should choose a 175mm cranks and shorter people 165mm cranks. Children will need 160mm cranks or shorter though these are usually harder to obtain.

When the BMX craze first hit this country a lot of people got strange ideas about crank length and soon small kids were seen pushing 180mm cranks around their tracks. The mistaken belief behind all of this was that the longer the crank the better the leverage the more power is able to be delivered into the gear train. This is certainly true in a strict sense but it ignores a simple understanding of the pedalling motion of the cranks and the human anatomy.

Short people (though not necessarily children) usually have stockier, more muscular legs and therefore do not need as long a crank arm as tall people who usually have a more slender muscular structure. In any case, crank length should relate to height and comfort not to speed and power of stroke.

Gears and gear ratios will be covered more fully in future articles in this series. The next segment will cover derailleurs and shifting mechanisms.

Shimano Dura Ace AX.



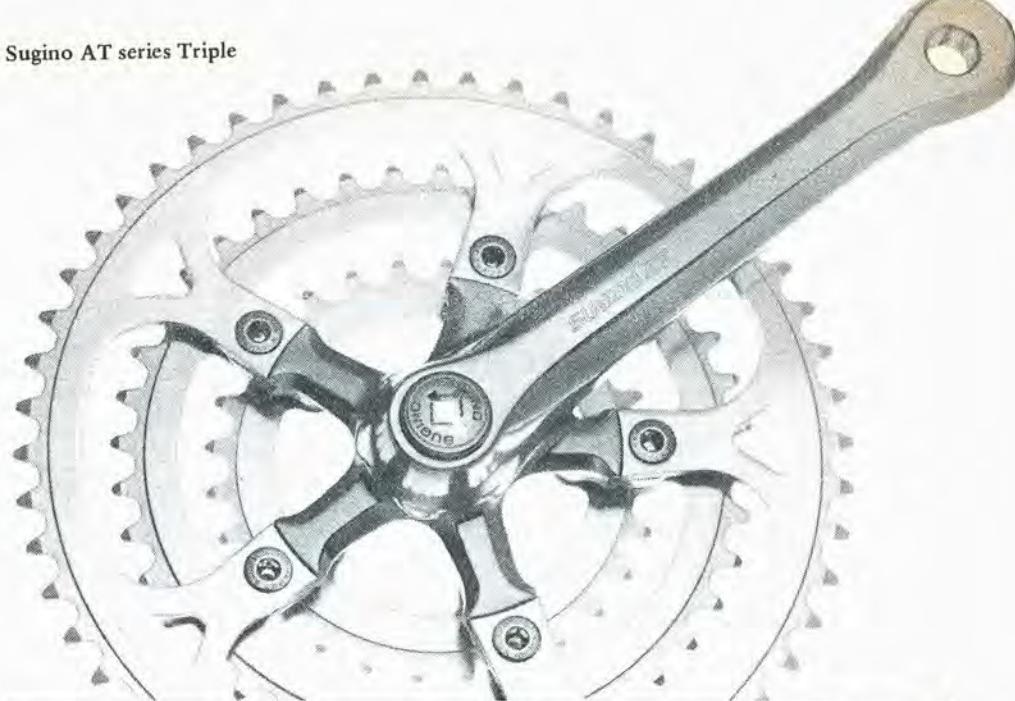
Pedal Fit

Thread sizes in most brands surveyed were a standard English thread which apart from French and Japanese (Shimano) sizes is the standard.

The French thread is similar to the English thread but a slightly tighter fit. Make sure your bicycle dealer checks the thread and fit of your old pedals before trying a *force fit*.

The Shimano hole and thread size is much larger and only special Shimano pedals may be used with the crank arm. These pedals are used in Aero and Deore system components.

Sugino AT series Triple



Interchangeable Crankset Chart

The chart shows clearly that interchangeability between brands is not often possible. Where different brands are grouped together there is interchangeability. In some cases there is only a partial interchange possible for example the Shimano Deore with the

TA. Also the cut of the teeth sometimes prevents mixing inner and outer rings of different brands, for example TA and Sugino Pro Dynamic 6 rings don't match each other.

When in doubt you should always consult with your specialist bicycle dealer who will advise on availability as well as fit.

• Bolt Circle Diam. mm.	• Make	• Model	• Min Teeth	• Max Teeth	• Comments
95 3 pin	Shimano	600 old type	30	53	
86 5 pin	Stronglight SR	Type 99 Apex 5TG	28 28	54 54	Suitable for triple " " "
110 5 pin	Sugino Sugino	Maxy, Mighty Tour AT	34 24	53 53	MD Type rings Triple use. Large and middle use MD rings
116 118 120 5 pin	Compagnolo Sakae (SR) Zeus	Record Apex 2000, Criterium, New Racer	36 36 36	57 54 56	
122 5 pin	Stronglight	Type 49 inner only Type 104, 105	38 38	56 56	49 crank interchanges with TA and Sugino PRO 6
130 5 pin	Shimano Takagi SR	600EX 600AX Dura Ace EX Dura Ace AX Tourney Apex	39 39 39 39 39	53 53 53 54 52	
144 5 pin	Campagnolo Sugino Stronglight Sakae (SR) Gipiemme	Most types - Super Record Aero Mighty Mighty Competition Mighty Custom Type 106 Royal Special/Dual Sprint	42 42 42 42 42	57 54 54 54 56 54 54	
80 6 pin	TA Stronglight Sugino Shimano	Cyclo tourist Type 49 Pro Dynamic Deore	26 26 26 26	68 — 52 52	TA outer ring only Interchange with above Inner rings not interchangeable with any of above.

One for the Road



AND FURTHERMORE, I INTEND TO
SEE THAT MY MINISTERS USE THEM
IN ANY FURTHER ENCOUNTERS
WITH THE TAX AVOIDANCE ISSUE

Helmet for PM

Now that the prospect of early elections has receded and spring is approaching Canberra residents should see the interesting spectacle of one of Australia's newest bicycle riders taking to the bike paths.

Resplendent in his helmet (a gift from the Newcastle Cycle Ways Movement) the Prime Minister, Malcolm Fraser is the latest of a string of celebrities and pollies to take up cycling.

It will be interesting to see if he recognizes its vote catching potential. Already in Canberra the public servants are swinging back to the bike for transport (see *Freewheeling* 15), but then again they mostly vote for the other party.

The bicycle was presented to Malcolm Fraser at the hugely successful 3MP Bike ride held recently in Melbourne.



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Bicycle Theft in Victoria

Bicycle thefts have now become a multi-million dollar racket, according to Police.

Inspector Bob Stephens a State Bicycle Committee member said 12,500 bicycles were stolen last year and with the average bicycle now worth at least \$150 this meant a turnover of well over \$1 million for a bicycle thieves.

He warned that the more expensive BMX and touring bicycles were particularly attractive to the thieves.

Inspector Stephens said bicycle thieves had become so professional Police had received reports of bolt-cutters being used to steal bicycles secured by a chain.

He warned it was no longer sufficient for cyclists to secure only the wheel of their bicycle to a fixture.

As much as possible of the whole body of the bicycle should be secured with a good quality lock and chain, he said.

He advised that where possible, cyclists should take their bicycles indoors with them rather than leaving them outside buildings.

The Victorian Police Force has now started a marking and recording programme to combat the increasing number of bicycle thefts.

Under the programme, bicycle owners can have an identifying number stamped or engraved on their bicycle at 74 specified Police stations throughout the State.

This is recorded in a Police bicycle register along with a description of the bicycle and its ownership.

Inspector Stephens warned that many owners of stolen bicycles risked having their recovered bicycle sold at Police auctions because they have failed to supply an adequate description of the bicycle to policemen when reporting the theft.

He said the Police marking and recording programmes had been monitored and results showed it was highly successful in helping identify and return stolen bicycles.

Much of the success of the programme so far was because of the help the Police have received from service clubs but Inspector Stephens urged all bicycle owners to avail themselves of the opportunity to protect themselves against bicycle theft.

There have been 57,645 bicycles registered, if you would like your bicycle marked contact your local police station, or the State Bicycle Committee Mr. Stephens said.



Lost bicycle

Before reaching Australia Anil Rastogi

Kurami rode 124,800 km around the world on a bicycle.

But when someone stole his bike from outside Darlinghurst Police Station it looked as though Anil's trek had come to an end.

That's until Noel McFarlane of Calypso Cycles and radio station 2UW heard of Anil's plight.

They presented Anil with a new bicycle.

"We couldn't have him leaving with a bad impression of Sydney," said 2UW announcer Ian MacRae, pictured at left with Anil.

Anil, 31, is on the last stage of a world tour which started in 1972 in his home country India.

Picture: DAVE FULLAGAR

1982 Tour de France

Bernard Hinault rode to victory as overall winner of the 1982 Tour de France on a cycle with Reynolds frame tubes.

For Hinault, it was his fourth win in the Tour de France and for TI Reynolds it was the 25th Tour de France success out of the last 26 events — in all 25 events the winner having ridden to success on Reynolds frame tube.

Overall results for this years Tour de France saw Australian rider Phil

Anderson come from twelfth last year to finish fifth this year. Anderson is set to put in a great performance in next year's event held amid much hullabaloo during the French summer.

Aussie racing star Phil Anderson who finished fifth this year.



1982 TOUR DE FRANCE — STAGE RESULTS

Stage	Stage Winner	Stage Winner's Team	Overall Leader at end of this stage
Prologue	Hinault	Renault-Elf-Gitane	Hinault
1	Petters	TI Raleigh-Campagnolo	Anderson
2	Anderson	Peugeot-Shell-Michelin	Anderson
3	Willem	Sunair-Colnago-Campagnolo	Anderson
4	Knetemann	TI Raleigh-Campagnolo	Anderson
5	— STAGE CANCELLED —		
6	Raas	TI Raleigh-Campagnolo	Anderson
7	Verschur	Vermeer-Thijs-Gios	Anderson
8	Hoste	TI Raleigh-Campagnolo	Anderson
9	Mutter	Puch-Eurotex-Campagnolo	Anderson
10	Villemane	Wolber-Speidel	Hinault
11	Knetemann	TI Raleigh-Campagnolo	Hinault
12	Kelly	SEM-France-Loire-Campagnolo	Hinault
13	Breu	Cilo-Aufina	Hinault
14	Hinault	Renault-Elf-Gitane	Hinault
15	Simon	Peugeot-Shell-Michelin	Hinault
16	Breu	Cilo-Aufina	Hinault
17	Winnen	Capri-Sonne-Campagnolo-Eddie Merckx	Hinault
18	Van Houwelingen	Vermeer-Thijs-Gios	Hinault
19	Hinault	Renault-Elf-Gitane	Hinault
20	Willem	Sunair-Colnago-Campagnolo	Hinault
21	Hinault	Renault-Elf-Gitane	Hinault

One for the Road



Bike Ed. starts in NSW

The Director of Education, Hunter Region, Mr. A. Beard has announced that the N.S.W. Ministry of Transport has made a grant of \$30,000 to enable bicycle education to be introduced in a number of Newcastle area primary schools.

The grant has resulted from continued requests from members of the Newcastle Cycleway Movement and Bikeplan Education Committee in support of the implementation of the Newcastle Area Bikeplan, and discus-

sions between Mr. Beard and the State Bicycle Advisory Committee.

In 1981 a "Bike-Ed" kit, produced by teachers in Geelong as part of the Geelong Bikeplan, was trialled by 18 Hunter Region primary schools to determine its suitability as a teaching program for N.S.W. schools. The Traffic Authority of N.S.W. and Traffic Accident Research Unit who conducted the trial are due to release publicly their findings in the near future.

There has been in the meantime a very good response to the program from schools involved in the trial. The program, which is designed for Year 5 pupils, covers such areas as Road Safety and Awareness, Rules of the Road, Bicycle Maintenance, Riding Skills and Techniques for riding on the road in traffic conditions.

It culminates in a road ride with the children being tested on the various skills they have been taught.

More Light

A breakthrough has been achieved in the campaign for better bicycle lighting systems currently being conducted



by the Bicycle Federation (BFA). The Federations co-ordinator for Bicycle Standards, Alan Parker has successfully lobbied the Standards Association and as a result a SAA bicycle lighting committee has been formed.

Part of the reason for the BFA's success was Allans technical research beginning last year when he selected fifty of the best cycle lighting systems available on the world bicycle market. These systems are currently

a bicycle built for you...

- ★ Every bike is **custom built** by an experienced bicycle mechanic.
- ★ Frame **alignment** is carefully checked before assembly.
- ★ Wheels are **hand-built** for precision and strength.
- ★ The final product is **road tested** to ensure correct operation.
- ★ We maintain an interest in your bike after purchase — **TWO FREE SERVICES**.
- ★ We make the "Cycle Tour" range of bike with anatomically designed seats, wide range gearing, warranted, hi-tensile steel frames in a variety of options.:—



BUDGET TOURER: STEEL COMPONENTS/ALLOY CRANKS

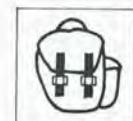
OPTION ONE: MOSTLY ALLOY COMPONENTS/TOURING RACK

OPTION TWO: OUR MOST POPULAR MODEL HAS BEEN IMPROVED TO GIVE YOU

A MORE RESPONSIVE RIDE:

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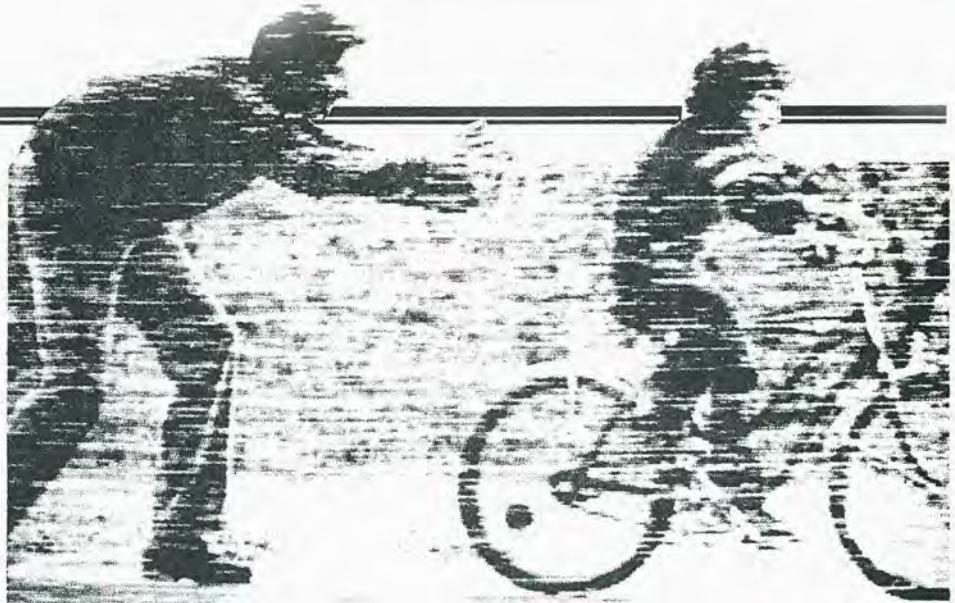
being tested as part of a research programme for the State Bicycle Committee of Victoria. A report of the findings of this study is expected to be released later this year and is expected to provide the new standards committee with a solid research basis for its work.

Among the lights tested are two new quartz halogen units from Germany. The mass production of miniature quartz halogen globes will revolutionise the bicycle lighting scene and will finally give the bicycle much needed visibility and road presence. Halogen bulbs give twice the brightness as standard headlight globes using the same amount of electrical power.

It is expected that the first of these units should be on sale by the end of the year. The retail cost of the headlight should be less than \$30 and is capable of being powered by existing 6 volt dynamo units.

New Education Programmes for Under Nines

Looking after the safety of future generations has been one of the underlying motives behind the bicycle education programmes which have been developed in Victoria in the last



few years. Up until now the youngest grouping of riders 6 to 9 year olds has been ignored. As a consequence of pressure by bicycle advocate groups in particular the Bicycle Institute of Victoria, a new programme to specially cater for 6 to 9 year olds has been developed. Called *Young Children and Bikes* this short programme is mainly aimed at parents and seeks to inform them of the problems their young children encounter when they ride their bicycles in on-road conditions. The written part of the programme consists of a series of three information leaflets and a guidelines brochure.

In formulating the programme the

considerations which have been taken into account include:

- In out lying areas the bike is often the only means of mobility for young children.
- Parents must not be forced into the situation where they need a second car to transport their children to and from school, which is an impractical and unnecessary imposition.
- The bicycle is a valuable tool in aiding the physical development of young children.
- The freedom of young children to ride bicycles should not be dictated solely on the basis of providing unlimited freedom for motorists.



DAWN PATROL: Part of the York "cycle squad," a key element in the reorganisation of the city's police force aimed, said Superintendent Harry Poller yesterday, at "gaining closer ties between policemen and local people". A special section of community involvement officers is being launched in the city and there will be "more evidence of policemen patrolling the streets".

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in 20mm intervals.

18 Speed Touring

GEARING: 103.84-27.00



The solid metal countersunk seat post clamp holds securely.



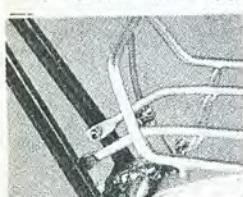
Bottle cage rests on braze-on hole mounts.



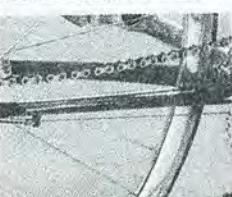
The rear brake sets on a large flange for a solid mount.



Brazed guides direct shifter cables under the BB shell.



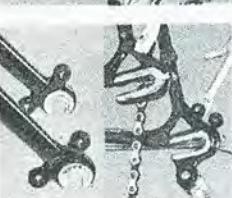
Carriers have threaded mounts for a fit that looks right.



The chain stay top is chrome plated to prevent chipping paint during gear changes.



A chain hanger secures the chain when the wheel is removed.



Fork ends are chrome plated and have threaded eyelets for mounting factory designed carriers and mudguards.

Specifications

	2001 18-speed
FRAME	Fully lugged, double butted mangaloy tubing
FRONT FORK	Mangaloy tubing
HANDLE BAR	Light alloy, maes style
H'BAR STEM	Light alloy
H'BAR TAPES	Cloth
BRAKES	"600EX", side pull with light alloy hooded levers w/rubber covers
CRANK SET	"DEORE", 50/45/30T, light alloy, cotterless
CHAIN	"UG-600", black/silver
RIMS	"ADX-2W", 27" light alloy, aero type
HUBS	"UG", light alloy small flange with quick release
REAR SPROCKET	6-speed, black 13-15-18-21-25-30T
DERAILLEURS	"DEORE", long cage
SHIFTER	"DEORE", down tube
PEDALS	"DEORE", light alloy with reflectors, toe clips & straps
TIRES	27" x 1-1/8", 95 PSI touring type
SADDLE	"KASHIMAX VOVO SUPER"
SEAT PILLAR	"CT-P5", light alloy
REAR CARRIER	Light alloy
REFLECTORS	6-ways CPSC approved
APPROX. WEIGHT	26.4 lbs. (580mm frame)

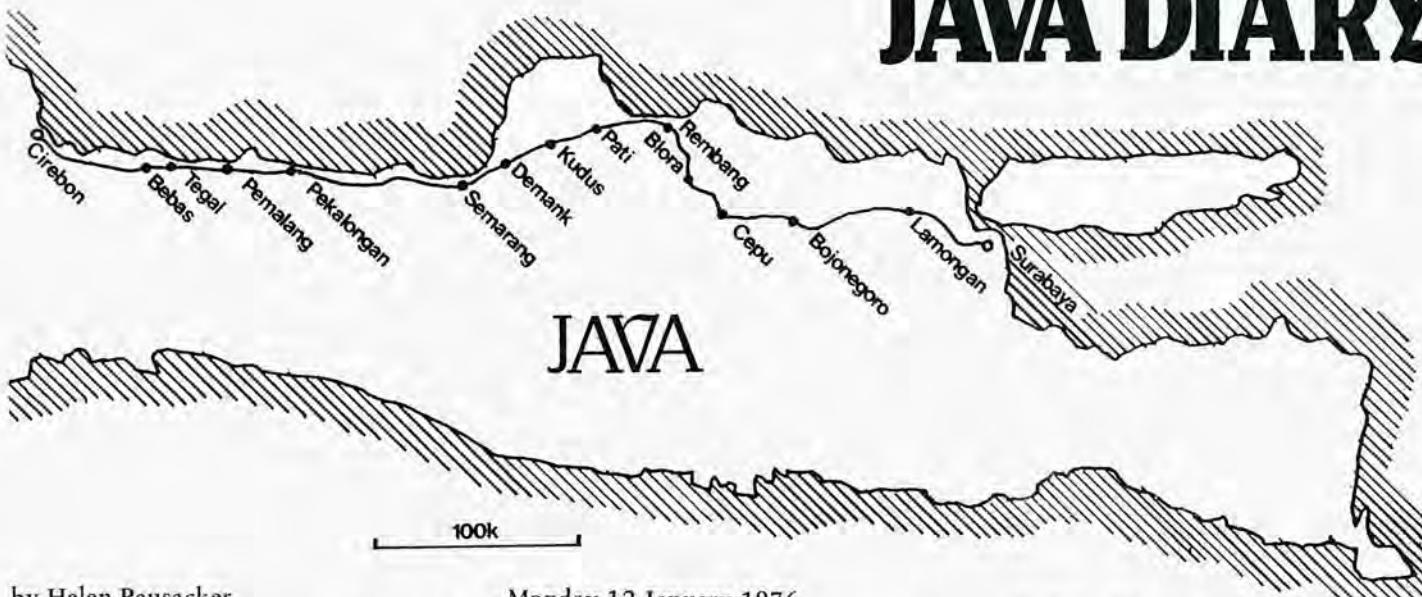
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JAVA DIARY

JAVA



by Helen Pausacker

Reading Rissa and Warren Miller's and Hank van Apeldoorn's accounts of their cycling tours in West Java and Bali (*Freewheeling* 10 and 13) made me nostalgic for my own Indonesian cycling tour, in Central Java, which I and University friends made in January 1976, after completing a four year course in Indonesian studies at Melbourne University.

For us it was an incredible experience — made memorable by the countless people, who gave us unlimited hospitality. Javanese women are normally shy to approach a group with men, but we were thrilled to find that as we were all female, we made friends with many women, who invited us to their homes.

I would feel unsafe as a single woman travelling on my own by bike on often deserted Australian road, but Java is so highly populated, that there are always a few people around. On the whole, too, men are less violent, so that I was rarely ever worried even when cycling alone.

We travelled light — in Indonesia there is no need to take camping gear, as hotels are cheap, and we wore the same trousers and shirt whilst cycling, washing them in our 'free' days, and had a supply of more socially-acceptable, clean and respectable shirts and blouses to change into on arrival in a town.

I would never recommend buying a second-hand bicycle, as we did, in Indonesia. We bought them for 10,000 rupiah, and sold them for 3,000 rupiah, and had problems all the way. If for some reason, people travelling in Java, didn't want to take their own bikes, I'd recommend buying a new one, and keeping the sales docket — that way resale would be easier.

The following are extracts from my diary:

Monday 12 January 1976.

We asked two bike shops about second-hand bikes. None in Cirebon, but one suggested trying the bike market. We went there — a really fun place — we hopped on stacks of bikes and Heather bargained well, our bikes were repaired and cost 10,000 rupiah. The pleasure of riding home — suddenly free of persistent becak drivers, and able to ask them directions. My brakes aren't too good, but not serious, I hope.

Tuesday 13 January. Cirebon to Tegal

Heather and I have slightly different ideas on cycling, it seems. Heather likes to stop frequently and to stay for a while in each place, whereas I'm too full of nervous energy and seem to want to keep moving.

On the stretch from Cirebon to Playangan, we were able to look out over the sea. It was a brownish colour and full of ships — also saw lots of boats along the rivers, unmotorised ones, probably used for fishing.

Wednesday 14 January. Tegal to Pekalongan.

It was really beautiful when we set off, the sun still hadn't really risen to its fullest extent and everything was really misty. One beautiful scene over the flooded rice fields, and we could still see the sea. After Suradad our path was less through ricefields — we often had bit trees lining the road, and there was a type of bush crop in the fields.

Our bikes are a bit old — my chain fell off again, the seats are very hard. Heather's steering and my brakes leave quite a lot to the imagination.

At one stage we stopped at a little warong, where we drank tea, and neither of us ate. They refused any payment at all, and insisted on giving us a bottle full of boiled water, so that we wouldn't always have to buy drinks!

Friday 16 January. Pekalongan to Semarang

The day was beautiful. We were up to see a hazy, early morning sky after a late night at a disco, and we soon reached the hilly part, which was very pretty. We did the journey on the hilly part by first walking up the hill then riding on the slopes. But after a while Heather revolted, and insisted we catch a bus. One of the men from the hotel the night before was on the bus, and said, 'Huh, I thought you said you were strong . . . you were lying!'. Everyone at the hotel had been impressed with how strong we must be to manage the cycling.

We got off the bus at Kendal and got on our bikes again. The ride into Semarang wasn't a hard one.

Saturday 17 January. Semarang.

At the hotel we had a few problems with young men trying to come into our room, but the woman who ran the hotel was great. When we were trying to deal with one, politely telling him to go, the woman came up and said, 'You wanted to move your room, didn't you?' (which we had in fact mentioned nothing about), and whisked us off to a spare room near her, telling us that she'd adopted us as her own children, and bringing us hot chocolates.

Monday 19 January. Semarang to Demak.

When we set off, for the first time it was raining, and after saying our farewells to the hotel woman, we put on our ponchos and set off into the rain.

Had a horrific part at the beginning, where we got onto the wrong road — it was made of bricks and absolutely full of potholes.

Luckily we found it was not the main road. The main road, however, was not much better, being also pot-

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Frames

Hi-Tensile with ES1500 Italian cut lugs.
with forged rear fork end.

Front Forks

Tange Butted Stem with Hi-Tensile
blades with solid ends, chrome plated
8" up from Tips.

Head Fittings

Shimano 600 EX Series

Rear Derailleur

Shimano 600 EX Series

Front Derailleur

Shimano 600 EX Series

Shifting Lever

Shimano 600 EX Series

Brakes

Shimano 600 EX Series
Side pull with hooded levers.

Chainwheel & Crank Sets

Shimano 600 EX Series
Light alloy cottedless 40/52T x 6½"

Rims

Araya Model 16A (2) light alloy
27" x 1¼" x 36H

Tyres

Silver Star Black with Gum Side 27" x 1⅛"

Tubes

Silver Star Butyl Black with French valve
27" x 1⅛"

Rim Tapes 27"

Spokes & Nipples

Stainless Steel Double Butted 14/16G

Freehub

Shimano 600 EX Series Large flanged
36H quick release type Silver with 5
speed Multiple freewheel 13-15-17-19-21T

Front Hub

Shimano 600 EX Series Large flanged
36H Quick release type Silver

Handlebar

Light alloy

Handlebar Stems

Light alloy

Handlebar Tape

Cloth

Chains

Shimano Uni-glide Black/Gold
½" x 3.32" x 114 Link

Pedals

KKT VIC 11 Light alloy Silver with Reflector

Toe Clips

Model 67-10, Leather

Toe Straps

Saddle

Kashimax Super

Saddle Pillar

Sakae Light alloy

Double X Malvern Star



holed. Visibility was poor, and with the potholes full of water, you never knew if they were shallow or deep until you'd gone through them. I hurt my crutch on numerous occasions. Once I slipped on a railway track and went flat onto the road – really giving myself a shock, and on another occasion a stone was thrown up by a bus, narrowly missing Heather. But we stayed semi-cheerful through it all, and when we stopped by the side of the road to eat our *sangu*, (food provided for the journey) by the Soenardjo's (friends in Semerang), we were able to laugh at the ridiculous situation.

Tuesday 20 January. Demak to Kudus. Today we actually departed when it was still not raining, but that didn't last for long, as we'd hardly got out of town when the rain fell down in streams, making it hard to see. However, the road was much better than it had been from Semarang to Demak, and we managed the whole way without stopping at all. There also weren't as many potholes as the other road.

We were meeting Christine at the post office, so we found a hotel, and managed to find a really good one. We met up with a superb woman, Irma, who works in the office, and invited us to her place for the afternoon. We spent that afternoon and evening there, and were invited to shift from the hotel to her place for the next night.

Wednesday 21 January. Kudus.

Irma and her daughter, Yayuk, took us to Japara in their car, where we stopped for snacks, and looked at the sights. We spent the evening learning Indonesian pop songs, as Yayuk is in a pop band.

Thursday 22 January. Kudus to Blora. We all got dressed by lamplight, and had breakfast and then set off. The rain had just stopped. We rode along – Chris was riding well, but said that she felt like stopping in Pati, and catching the bus. Heather said her crutch was really swollen from all the potholes, and she couldn't keep riding her bike, so I left the two of them in Pati and pedalled on my own.

After a while I arrived at the floods – I'd seen notices saying 'Caution - floods', but hadn't really believed them. The whole road was covered. In places, even at the edges it was up to my knees. Luckily I had someone in front of me, who I was able to follow and the potholes were visible as being really white in comparison to the dirtier stretches.

After the floods, the road was good, flat and with a good view over the rice fields. It was very quick going – at times I felt I was flying.



On the road somewhere in Java. Picture by Author.

I met up with Chris in Rembang as planned. By that time I'd decided I wanted to make it to Blora. She had met a family planning expert, and was thrilled as she'd done her thesis on family planning, and so was happy to fill in a few hours with him in Rembang.

The road from Rembang to Blora was incredibly hilly, with beautiful forest on both sides, and terraced rice fields. I met Chris at the Post Office, and we had been invited by a woman, Etty, to stay with her, her sister and her mother. We went for a walk around Blora, and then were invited to see over the radio station, where a friend worked, and the next thing we were being interviewed about our experiences and impressions of Java. That day and later, people would stop us in the street, saying that they had heard us on the radio.

We also had to report at the police station where we had to fill in a two page long questionnaire with varying questions such as our hobbies, position in the community, numbers of members in the family and their status, our distinguishing features, political inclinations, skills, and then give our fingerprints and photos!

Friday 23 January. Blora to Bojonegoro. Chris rode really slowly, and only made 10 kilometers. I then rode on my own through hilly country. The chain fell off about ten times, and the roads were pretty deserted, and so I was pretty exhausted by the time I arrived in Cepu. I stopped at a *warong* (road-side stall), where I ended up being invited into the house, and given food, drink and biscuits as *sangu*, all for free. The family had a tailors shop, and they also gave me a shirt, and took my bike to be mended.

I had to step on the pedals to get to Bojonegoro, where Chris was waiting. She was surprised to see me in my new

blue shirt when I'd left in a different one!

Saturday 24 January. Bojonegoro to Surabaya.

Today, Chris' riding was much better. We rested a lot, and she only took a bus when it got hilly.

It got really steep, and I got quite exhausted, and was quite glad to be stopped by the police in one village, and had to spend about an hour being introduced to what seemed like everyone in the village, and shaking their hands, and I was given an iced lemonade. It was a funny mixture of informality and officialdom – passport inspected, and lots of questions asked, but I laughed at both, and the latter soon stopped.

I pedalled quite quickly to Babat, where I planned to have another stop, but got quite a shock, when down the main street suddenly heard, 'Helen! Helen!', and Chris came running down ... she'd been invited by the police at the office of the bus station, and we were both fed the Babat coconut sweet specialty. I was thus then able to have a long-awaited rest without worrying whether Chris was waiting.

The trip to Lamongan was pretty bad – I got badly sunburnt, and had two boys on bikes pester me for money, and two men who tried to offer me a lift. One man lunged out and grabbed my arm (the sunburnt part), and the final straw was when I got a puncture, nine kilometers from Lamongan, and the only place in the village to mend it was shut. I took a *colt* (mini-bus) the rest of the way and met a woman, Titik, who invited me to her place, gave me drinks, took my bicycle to be mended, and then took Chris and I out to dinner.

We then took the bus to Surabaya, where we met up again with Heather, and spent the evening catching up on gossip.

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This photograph was taken under actual on road conditions using car headlights and electronic flash. Tech details: f8 for 6 sec
Electronic flash at end of exposure.

CYCLE TRAILS ACTION



Towards the 88 event.

In the summer of 1976 some four thousand bicycle riders climbed aboard their machines and rode all or part of a specially developed trail which stretched across the North American continent. This event was the now famous Bike-centennial.

At the time its organizers were slightly disappointed as more riders were expected. No one is disappointed with the eventual results of that event. The event itself gave birth to the Bike-centennial organization which now boasts a membership of 14,500 and is America's number one bicycle service organization.

Naturally with the successful development of bicycle touring both in the USA and Europe, interest has developed in this country for the staging of a similar large scale ride to commemorate our own Bicentenary during 1988.

In previous issues of *Freewheeling* we have tried to bring you the background to this proposal and as more information comes to hand we will keep readers informed.

In the time since our last major article on the Bicentennial rides (*Freewheeling* 8) a number of other rides have surfaced, so that Australians with an urge to bicycle off into the country side during their holidays will have a wider choice.

An Australian Cycle Trails team is riding the Southern Cross Trail this September to survey the route for their first large scale bicycle event ride to be held during Spring 1983. This ride will cater for all types of riders and will offer support vehicles to carry luggage and mobile repair facilities. The ride will start in Canberra and ride into Sydney five days later. Special arrangements will be made with the NSW State Rail Authority to transport riders from Sydney to Canberra to start the ride and for Canberrans, the return journey home after the ride.

Publicity for this ride will appear progressively from January next year.

In Victoria the big news is the planned round Victoria ride in 1984 to celebrate the 150th anniversary of the arrival of European settlers. The event ride will be called *Pedal Victoria* and is being organized by a special committee of the Bicycle Institute of Victoria. It will cover the entire state over a 3200 km course. This will be an event of international importance and is seen by many as being an ideal curtain raiser for the '88 event.

South Australia will have its turn when in 1986 that state celebrates its 150th anniversary. No formal plans have been made as yet but the recently formed South Australian Touring Cyclists Association should be to the forefront in planning for a large scale event that year.

Many more shorter rides are in the planning stages and readers will be kept in touch. If you are planning a major bicycle event ride why not tell our 12000 readers all over Australia.

THE COMPLETE GUIDE FOR THE TEN-SPEED CYCLIST

How well can you handle your bike off the road? Can you match the right components to your riding style? Can you perform regular maintenance and fine-tuning to keep your bike running in top form?

THE TEN-SPEED BICYCLE can help.

Written by two expert cyclists, this handbook can help you answer your own bicycling questions and solve your own problems.

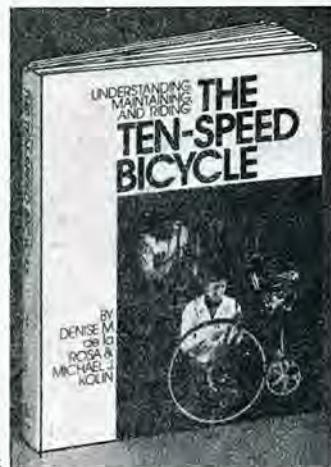
Choosing Components To Fit Your Needs

To get the most from your cycling, you need to match your bike's design (and its components) to your riding style. THE TEN-SPEED BICYCLE will help you choose between sidepull or centerpull brakes . . . silk or cotton tubular tires . . . cottered or cotterless cranks . . . alloy or steel handlebars . . . and more.

Each chapter deals with a separate component. You'll find easy-to-use charts that show how each works with an in-depth discussion of its advantages and disadvantages.

And once you've gotten the right components, THE TEN-SPEED BICYCLE shows you the best, bike-shop tested ways to put them all together. You'll also learn about double-checking and adjusting a pre-assembled new bicycle . . . setting chainwheels to avoid rubbing . . . matching the handlebars to the stem . . . and more.

You'll read how to recycle brake and derailleur cables . . . why you shouldn't recycle spokes when rebuilding wheels . . . and why you should not turn your



bike upside down to work on it.

Maintenance Tips For Fewer Repairs

You'll also find maintenance tips to help you keep your bike running smoother and longer (and with fewer costly repair bills). There's helpful troubleshooting guides and over 250 photos and illustrations that'll help make repairs and fine-tuning a breeze. There's a listing of recommended tools so you

can set up your own bike workshop.

So, if you're ready to do more than just ride your 10-speed, you're ready for THE TEN-SPEED BICYCLE. Send for your copy soon.

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or send today for an up to date catalogue and order form.

Pacific Coast Cycle Trail Sydney/Brisbane 2001

Package contents:

- 3 copies of *Freewheeling* containing major articles on each section of the bicycle trail.
- NSW Government Tourist Guides: North Coast Region, Outer Sydney Region (accommodation and points of interest).

Blue Mountains NSW 2002

Package contents:

- Blue Mountains - a guide for cyclists by Jim Smith.
- Blue Mountains - Burrangorang tourist map.
- Outer Sydney Region NSW Tourist Guide.

Victoria (General) 3001

Package contents:

- Peaceful Cycle Tours of Victoria by Ray Peace.
- Victorian Government Tourist road map, incorporating tourist region guide.

Tasmania (General) 7001

Package contents:

- 1 copy *Freewheeling* 13 with general article on touring Tasmania by Doug Snare.
- Treasure Island booklet, Tasmanian Tourist Bureau's comprehensive guide to accommodation and points of interest.
- Official tourist map.

Tasmanian East Cost 7002

Package contents:

- 1 copy *Freewheeling* 8 with detailed article on touring the Tasmanian east coast by Warren Salomon.
- Treasure Island booklet, Tasmanian Tourist Bureau's comprehensive guide to accommodation and points of interest.
- Official tourist map.

Southern Cross Cycle Trail Melbourne/Sydney 2003

Package contents:

- *Freewheeling* issues 4, 12 and 14 with detailed guides of route, including maps and cyclist information.
- NSW and Victorian Government Tourist booklets covering accommodation and points of interest along the route.

New Zealand South Island 9001

Package contents:

- 1 copy of Cycle Touring in the South Island NZ.
- 1 copy of *Freewheeling* 11 with Aussie article on touring in the area.
- Good detailed Government maps will be added to this package at a future date. Phone the Touring Service first if you require these and we will advise on availability.

NSW Central Western Gold Fields 2004

Package contents:

- 1 copy of *Freewheeling* 3 which includes an article on touring in the Sofala-Hill End area.

- 1 copy of NSW Central Mapping Authority's Bathurst/Orange tourist map (an excellent map).

- 1 copy of NSW Government Tourist booklet on Central Western Region, detailing accommodation and points of interest.

Freewheeling 3 also includes a beginners guide *Getting Started in Bicycle Touring*.

2004 Snowy Mountains NSW

Package contents:

- 1 copy *Freewheeling* 11 with 2 articles on touring in Snowy Mountains area.
- 1 copy Kosciusko National Park map by Central Mapping Authority an excellent cyclists map of the area.
- NSW Government Tourist Guide: SE Region (accommodation and points of interest).

Ordering

Use only current order form from the latest magazine as touring package contents are constantly being improved. In some cases, items from diverse sources may be out of stock to us. To avoid delay to you, all items available will be dispatched along with advice of items to come. Please allow 4 weeks for delivery. Items cannot be ordered separately unless they are a mail order dept. item in which case your order should be made using the mail order form from a current issue of the magazine.

Overseas orders:

Prices are for surface mail, anywhere in the world. Air mail prices on application. Bankcard welcome on all mail orders. Certification charge \$0.75 on each order.



**Freewheeling
Touring Service**

BOX K26 HAYMARKET NSW 2000

Holidays in Europe International



Bike Holiday in Britain and France

Bike Events is a British company that arranges and organises a variety of two week cycling holidays and numerous other bike rides.

It all began in 1974 when 34 cyclists rode 58 miles from London to Brighton. This ride then became an annual event and last year over 12,000 cyclists completed it, making it the largest marathon ride in the world. Building on this success, in 1981 we organised the first Great British Bike

Ride - a ride for 200 people from John O'Groats in the north of Scotland, 1,200 miles to Lands End at the most southwest point of England.

Last year also saw Bike Events arrange their first two week holiday, taking a group of relatively inexperienced cyclists round some of the most picturesque parts of the countryside. This year's tours include two weeks in Brittany (France), East Anglia and South West England. We book up the campsites, give everyone a daily route-sheet, provide a bike mechanic, carry all the luggage and cook breakfast

every morning. All the cyclists have to do is enjoy themselves and we'll certainly help them do that by suggesting all the places of interest to visit en route, and by providing entertainment. We can also arrange bike hire if necessary.

Our tours certainly provide a wonderful way to visit and enjoy the English countryside, and we know from experience that they are particularly popular with foreign visitors.

The three bicycle holidays offered by Bicycle Tours are as follows:

South West Holiday

Starting from Bath, we take you on a two week cycling trip through the beautiful English West Country. The pace is a leisurely one, the atmosphere relaxed and friendly.

Brittany Tour

The outstanding coastal beauty of Brittany was threatened in 1978 when the oil tanker 'Amoco Cadiz' foundered and sank off the coast of Douarnenez, but the French authorities have done marvellous work in restoring to the area its original splendour following this unfortunate disaster. This tour incorporates some of the most stunning coastal scenery, and an inland excursion, both of which reveal the natural charm and flavour of this remarkable area of France.

East Anglian Holiday

East Anglia is easy cycling, but not as flat as you might think. However there are many other reasons for exploring this part of the English Countryside on a bicycle. Our tour of Suffolk and Norfolk celebrates British Maritime Year as it winds its way along the coast visiting many of the old fishing ports and coastal villages that once made this such an important area. Our route also takes you through picturesque 'Constable Country' and will give you the opportunity to discover this quiet corner of the British Isles at your leisure. We can actually guarantee that there won't be any steep hills!

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BATH, AVON
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FREEWHEELING P.O. BOX K26
HAYMARKET NSW 2000.

Write On

Bicycle Helmets

I am concerned that those who are new to cycling may take at face value Roman Lichacz's comments on helmets (*Freewheeling* No. 14). The suggestion that cyclists wear caving helmets instead of properly designed cycling helmets is an example of naivete at its worst.

He claims a caving helmet is designed to protect the wearer from objects falling on it or the wearer falling onto his/her head. Cyclists rarely need to repel objects hitting them on the head and if they hit the road, chances are it will be at speed and from a height of at least 1.5 metres.

Cycling helmets are designed with this in mind. They must resist abrasions; must absorb impact (it's no good keeping the skull intact if the brain is haemorraging inside); must have retention straps which will keep the helmet

on the head to a pre-determined tension (which is before the head parts from the body!) and must provide adequate ventilation.

This last point is not the trivial issue Roman would have us believe. The human head expels a lot of heat—especially during exercise—and if the heat can't escape, fatigue sets in. A tired rider makes mistakes which increase the chance of having an accident.

To summarise; a caving helmet is just that—a helmet for caving. A cycling helmet is a helmet for cycling. It may cost more, but how much is a life worth?

A line used in the marketing of a motor-cycling helmet some years ago said it all; "If you've got a ten dollar head, wear a ten dollar helmet..."

Clive Lackey
Bicycle Institute of NSW



Illustration by Ian Taylor.

Freewheeling READER'S CLASSIFIEDS

I have recently become a subscriber to your publication. I have read with great distress the flippant attack on the use of bicycle helmets by Peter C. Kent in your issue No. 12.

I would commend to your readers the responsible but sad reply from Chas Coin in issue No. 13. cyclist runs a grave risk of head injury. A recent article in the Medical Journal of Australia stresses that it is likely that the risk of head injury for pedal cyclists would be significantly reduced if pedal cyclists wore protective helmets.

I believe it is important for a journal such as yours to promote the use of suitable protective helmets for pedal cyclists.

Dr Kenneth F. Hume

Chairman of NSW Road Trauma Committee Royal Australasian College of Surgeons.

Important Freewheeling Correction

In our last *Write On* column, we ran a letter from David Herbert, the Superintendent of the NSW Traffic Accident Research Unit. In his letter, he stated that *no manufacturer seems to have been able so far to meet the other requirements necessary in order to gain the approval of the Standards Association of Australia*.

As this letter was held over from a previous issue due to the quantity of readers' letters dealing with the subject, we overlooked the fact that one helmet does now have SAA approval. The Australian-made *Guardian* has the full approval of the SAA. We invite readers to inspect their accurate advertisement which appeared in the same issue as David Herbert's letter (*Freewheeling* 15).

NSW Cyclists Wait for the Budget

Bicycle planning projects including the Newcastle Bike Plan have ground to a standstill in NSW while the State Bicycle Committee waits to see if funds will be made available to it to continue its work.

Minister for Transport Peter Cox has recommended to cabinet that the SBAC be granted its funds but in these times of austerity the Treasury has taken charge and will not reveal its decision until the budget is released. By the time this issue goes on sale NSW cyclists should know if their interests are to be considered or if its back to the dark days for the Premier State.

Listed below are just some of the headings offered in the new *Freewheeling* readers classifieds. Rates are as follows (Note price reduction from last issue) \$6 per 25 words or less. \$0.10 for each additional word. Payment with order please. Deadline for November issue, 4 October; January issue, 6 December; February issue, 1 January.

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Mail to Classified Ad Dept. *Freewheeling* BOX K26, HAYMARKET 2000.

Freewheeling *National Bike Events Calendar*

SEPTEMBER 82

5 - 11, Canberra to Sydney ACT/NSW - Australian Cycle Trails ride to test route and research facilities along the way for a big spring ride next year. Notification of 1983 ride will appear in January. ACT contacts: Sydney 264 8544, Canberra 957 258.

12 Sydney NSW - National Heart/Sun Herald Cyclethon, Warwick Farm Racecourse. 40 prizes to be won for sponsored riders in this annual fund raising ride.

18 Adelaide SA. - Kuitpo Forest Ride. A day tour organized by the South Australian Touring Cyclist Association. Contact 332 0956 for full list of rides organized.

19 Canberra - Corin Dam. A cold ride in the hills of the ACT. Ride organizers suggest you have low gears and wear two pairs of socks. Contact 473 137. Organized by Pedal Power Act. Contact Charles Maskell 466 054 for full list of rides organized by Pedal Power.

For a full list of clubs offering tours in Victoria refer to Melbourne Bike feature in this issue.

26 Perth WA - The annual Cycle Touring Assn of WA's 200 km Achievement ride. Not for the weak-kneed. Contact Dale Neil 447 8168 for details of all CTA-WA activities including tours of all grades like the easy Kings Park Breakfast ride on the 24th October.

26 Adelaide SA - National Heart Cyclothon.

26 Sydney NSW - Lake Gillawarana NSW. An easy ride starting at Bankstown and then via Apex Reserve and Lansdowne cycle track to lunch stop at Lake Gillawarana. Contact: 789 2528. The Bicycle Institute of NSW publishes a bi-monthly Bicycle Touring Calendar which advertises all tours organized in NSW. Contact 264 8001 for all details and information about this service to cycle tourers.

Julie Wiggins smiles as she hits the bitumen after the rough 10k unsealed section of the Pacific Coast Cycle Trail north of Crescent Head.

OCTOBER 82

9 - 10 ADELAIDE SA - The preliminary date of the Sunday Mail Bike Hike held annually in the Adelaide hills. Contact Sunday Mail for precise details.

9 - 15 Bathurst NSW to the Border - A week long camping trip organized by the Northside Touring Cycle Club. This ride is limited to 6 persons. Contact James Mewkill 909 1517. The NTCC is one of many touring clubs in NSW offering tours to its members. The BINSW will provide you with a list of the clubs nearest to you. Contact 264 8001.

11 - 17 Brisbane QLD - Sydney NSW - The Commonwealth Bank Cycle Classic - a large amateur stage type race starting in Brisbane after the Commonwealth Games. Details of race results will appear in the next issue of *Freewheeling*. Race finishes at Pier One on Sunday 17th.

17 - 23 Melbourne VIC - Bike Week. A fabulous programme of events all week long, make this the biggest and best time for Melbourne cyclists all year. Refer to the Melbourne Bike Week programme elsewhere in this issue.

17 Green Valley NSW - The Green Valley Touring Club's annual Twin Century Ride will be held over 50, 100, 150 and 200 k courses. Rides for both casual and experienced cyclists. Contact Russell Moore 607 8686 (w) or 872 4451 (h) for full details.

the ride leaves Sydney via the Princes Highway and swoops down to morning tea at Audley. From here riders will encounter the wonderful leafy tunnel of Lady Carrington Drive (less traffic) before arriving at the Lawrence Hargraves Lookout to catch the view and watch the hang gliders. From here it's an easy ride to Wollongong via one of the most breathtaking coastal roads in NSW. From Bulli the route will follow back roads and a proposed cycle route into Wollongong. Special arrangements have been made with the SRA to transport riders and their bikes from Wollongong station back to the starting point at Central Railway Station. Registration form and details in this issue of *Freewheeling*.

How to Advertise in this Calendar

The *Freewheeling* National Bike Events Calendar entries are available free to any private or public group wishing to advertise a tour being organized for the general public. Unfortunately, we are not able to list tours for club members only but will mention the important work of clubs in the magazine from time to time and as well publish lists of contacts.

You can notify us of your events by writing to *Freewheeling* National Bike Events Calendar Box K26 Haymarket NSW 2000, or by phoning Warren Salomon on (02) 264 8544. Deadlines are: November issue, 11 October; January issue, 6 December; February issue, 10 January; April issue, 14 March; June issue, 16 May. This is a free community service.

NOVEMBER 82

21 Sydney to Wollongong NSW - The first annual *Freewheeling* sponsored ride between the city and the south coast. Spectacular scenery will be experienced as



Freewheeling

The Bicycling Information and Entertainment Magazine



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Back Issues that never date

What's 466 pages long, crammed with usable information for the Australian cyclist and costs only \$17.75? The short answer is a set of available back issues of *Freewheeling*.

Each issue of Australia's own bicycling magazine comes packed with useful information and entertainment which is still being used and enjoyed by many long after it was printed.

A back issue set can be your own cycling resource for touring, commuting, or a good read on a cold winters night.

Issues 1, 2 have sold out. Don't miss out on any remaining issues. A special offer for Issues 3-9 is also available.

Use the form enclosed to order your back issues that never date. All back issues cost \$2.00 per single copy postage and handling included.



Contents of back issues so far: Issue 3, Bicycles and Bush Clergymen, Canberra Cycle City, Getting Started in Bicycle Touring 8 page Guide, Touring NSW Goldfields, Make Your Own Wheel Trueing Jig, Wheel Spoking. Issue 4, Bicycles and Shearers, Pacific Coast Cycle Trail Guide — Goulburn to Maitland, More Canberra, Snowys Touring. Issue 5, Fitting your Bike to Your Body, Nullarbor Touring Guide, India, Grand Ridge Road Vic., Gossamer Albatross. Issue 6, Birtles, Toe Clips, Pacific Coast Cycle Trail Guide — Ipswich to Coffs Harbour, Sri Lanka, Books, Penny Farthing to Sydney. Issue 7, Energy, Bicycle Couriers, Melbourne Bikeplan, TORSV, Backroads NSW/QLD — Legume to Boonah, Following the Old Railway to Newnes in the Blue Mts., NSW. Issue 8, Reclaim the Road, Man with Rubber Pedals, Murif, East Coast Tasmania — 10 page guide, Binna Burra Qld, New England NP, Bikecentennial, Books. Issue 9, Urban Issues Special Section, Industry, Leather Guide, Cowra NSW, NZ North Island, Bicycling photography. Issue 10, Bicycles and the Bush, Planning NSW Helmet Survey, Pacific Coast Cycle Trail Guide — Coffs Harbour to Maitland, Indonesia, Womens Saddles, Christchurch NZ, Emerald Vic. Issue 11, Womens Bike Co-op, Great Ocean Road Vic, 10 speed maintenance — Gears, Tools, NZ South Island, Leather Guide. Issue 12, Newcastle Bikeplan, Early Road Maps, Alpine Way, Southern Cross Cycle Trail — Melbourne to Beechworth, Vic., Rear Pannier Survey, Leather Guide, Tassie Guide Review. Issue 13, Newcastle Bikeplan, Cycling Press, Mr Plod, Burston and Stokes, China, Industry, Front Pannier Survey, Java, Melbourne to Albury Tour, Tasmania.

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This useful set can be carried on a front or rear wheel Pannier Carrier. The two halves are joined by velcro and press stud fastening, they can be separated enabling one to be used as a shoulder bag with the detachable strap provided.

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